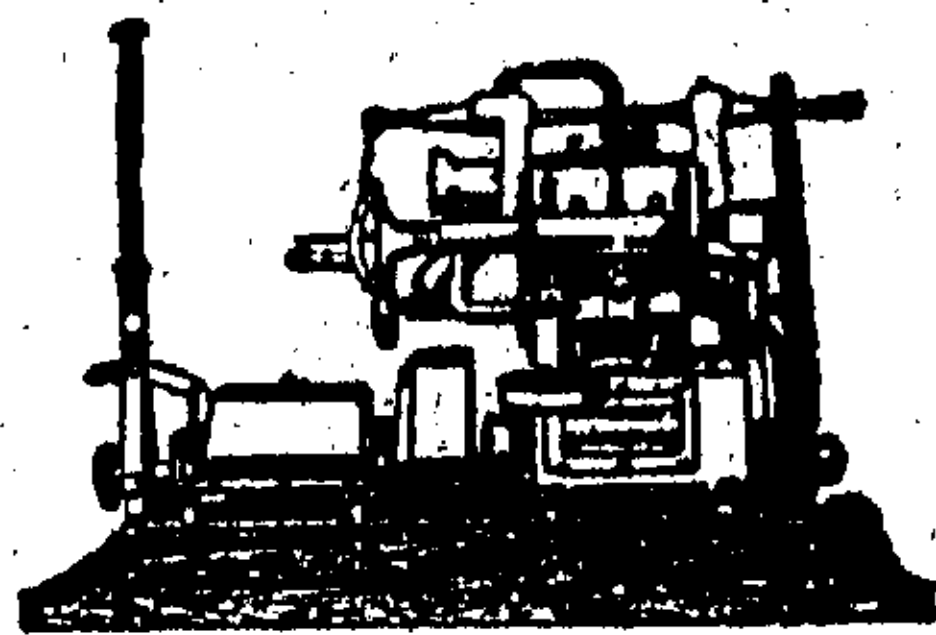


NOTICES.



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MARINE MOTORS.

DEMONSTRATIONS AND FULL PARTICULARS, ON APPLICATION TO
DODWELL & CO. LTD.
MACHINERY DEPARTMENT

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—
Principal features: Small Premium Liberal Surrender Value.
No Medical Examination. Return of Premium in the Event of
Death, and Numerous Options at the Age of 25.
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DODWELL & CO. LTD. Agents.

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ALL OF TASTEFUL DESIGNS.
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Complete House Furnishers,
Manufacturers & Exporters of High Grade Furniture.
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arranged under the Ports to which they sail
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The latest BUSINESS CARDS of Firms desiring
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larger advertisements from £2 to £10.
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MRS. MORITA.
CERTIFICATED MASSEURS.
PATIENTS TREATED IN THEIR OWN HOMES
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Complete stock. Best terms.
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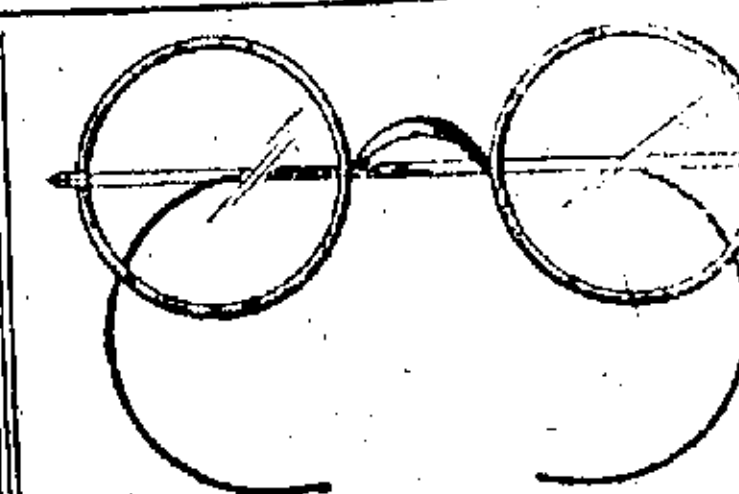
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Wholesale & Retail Opticians,
65, Queen's Road, Central,
HONGKONG.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.
In Casks of 75 lbs. net.
In Bags of 150 lbs. net.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 14th August, 1916.

MEE CHEUNG
FIRST CLASS PHOTOGRAPHER

Ice House Street.
JUST ARRIVED
Reflex Cameras and all
kinds of photographic materials.



THE WRONG WAY TO READ.

If you have to hold the print too far away
to see clearly, the eye will be strained
to make out the fine print.
If you have to hold the print too close
that will strain the muscles of the eye.
See us at our new location in 55, Queen's
Road, C.I., (Opposite to the Singer Sewing
Machine Co.) and have the satisfaction of
using a pair of right fitting, right seeing
glasses.

THE HONGKONG OPTICAL CO.

Wholesale & Retail Opticians,
65, Queen's Road, Central,
HONGKONG.

New Consignment of.

"KODAKS"

Just unpacked to-day
Inspection Cordially Invited.
A. TACK & Co.
26, Des Voeux Road, Central.

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all Irregularities
Thousands of Ladies always keep a box
of Martin's Pills in the house, so that
in the first signs of any irregularity of
the system a remedy may be at hand.
The pills are a purely vegetable
preparation. They do not irritate the
stomach, and they are not habit forming.
As the pills are so effective, they are
highly recommended by all the leading
doctors of the world, and are sold in
all the best drug stores.

MARTIN'S
APIOL & STEEL
PILLS

EARLIER TELEGRAMS.

GREEKS AND TURKS.

London, Feb. 23.
The delay in the proceedings of the Near East Conference yesterday was due not only to the illness of the Turkish Grand Vizier out to the difficulty of reconciling the claims of the two Turkish delegations each of whom insists that it is the sole official representative of the Turkish people. Bekirsami Bey, head of the Nationalist delegation, declares that he is determined not to give way to the Constantinople Government or the Greeks. He says the Nationalists desire a free and independent Turkish Turkey. Meanwhile the Greek delegation is equally uncompromising. It is stated that it has been gingered up by a telegram from Athens, sent on behalf of King Constantine. It seems that while Britain is not adverse to the Greek idea of cutting the Anatolian knot with the sword the French and Italian military experts declare that a Greek advance on Angora would be madness. The Italians urge an agreement with the Kemalists and say otherwise that, failing a gigantic Inter-Allied expedition, there would be a hopeless deadlock. It is stated that France, not being hopeful of an immediate settlement of the Near Eastern question, favours negotiations for a general armistice on the Turkish and Nationalist fronts during which the Allied forces would be withdrawn from Asia Minor and the Allies would then act as joint mediators between the Greeks and Turks.

ANGLO-JAPANESE ALLIANCE.

London, Feb. 23.
The "Times" Wellington correspondent reports that Premier Massey says that the recent statement of Sir J. Kindlay that Australasia objects to renewal of the Anglo-Japanese Alliance does not represent official opinion. Premier Massey added that New Zealand and Australia already had a thorough understanding with the Imperial Government with regard to Japanese immigration. Britain recognised the rights of the Dominions to decide who should enter their countries.
Students of the question opine that New Zealand is not opposed to renewal unless impossible conditions are imposed, as for example equality of treatment as raised at the Peace Conference or such an interpretation of the Treaty as would make war with America possible.

THE EX-GERMAN CABLES.

London, Feb. 23.
A New York telegram says Washington dispatches are more hopeful of the prospects of settlement of the dispute with regard to the disposal of the ex-German cables. It is understood that France has now agreed with Britain and the United States but the Japanese delegates, with whom the question of the plant at Yap is being discussed, state that they are unable to proceed with negotiations because they have not received instructions from their Government.

ANTI-BRITISH AGITATION.

London, Feb. 23.
Justice Cohalan of New York, a leading American Sinn Feiner, speaking at an Irish dinner in Chicago, declared that he desired to see the British Empire dismembered because it menaced the United States. He argued that the United States should insist on Britain "liberating" Canada and the West Indies as a basis of negotiations for the settlement of its debts to America. Justice Cohalan's statements are typical of the anti-Allied agitation now being carried on throughout America by Irish-Germans.

CADETS DISMISSED FOR LOOTING.

London, Feb. 23.
In the House of Commons, Sir Hamar Greenwood admitted that a number of auxiliary cadets, attached to the Irish Constabulary, who had been dismissed by their Commandant, Crozier, for organised looting, had been sent back to Ireland on the advice of General Tudor, commanding the Irish Constabulary, for trial. Crozier and his subordinate officer have resigned and the resignations have been accepted.

LEAGUE OF NATIONS.

Paris, Feb. 23.
The Council of the League has constituted an International Blockade Commission which will study the application of Article 16 of the Covenant. The Commission will include representatives of Britain, France, Italy and Japan. The Council decided to hold an International Conference at Geneva at the end of June on the question of exploitation of women and children. On the motion of Mr. Balfour the Council decided that the discussion of mandates for certain countries previously belonging to Turkey should be postponed to the next session.

COMPANY REPORT.

A. S. Watson & Co., Ltd.

The report of the general managers of A. S. Watson & Co., Ltd., for the year ended 31st October, 1920, for presentation to the shareholders at the thirty-sixth annual ordinary general meeting of the Company (since its registration) to be held at the Hongkong Hotel, on Friday, 4th March, at 11.30 a.m., states:

We beg to lay before you a statement of the Company's business with a Balance Sheet for the year ended the 31st October, 1920.

The Net Profits of the Company for the year under review, after providing for all bad and doubtful debts, amount to £187,749.21
To which has to be added the balance brought forward from last year 11,481.77

Leaving available for appropriation £199,230.98

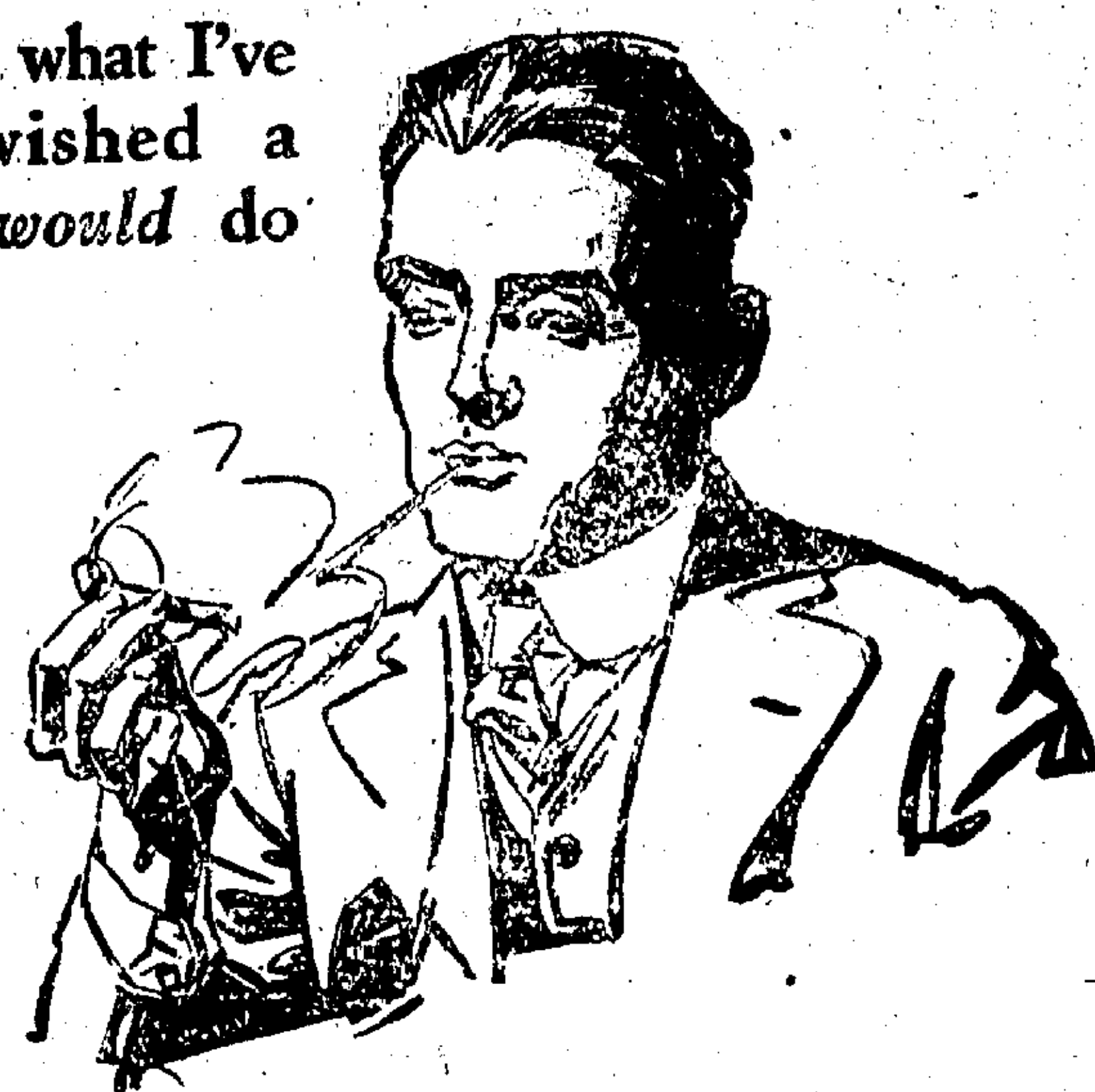
We propose—
To pay a dividend of 10 per cent. which will absorb £90,000.00
Place to Reserve Fund 80,000.00

Write off Building Improvements, Furniture, Fittings and Utensils of Trade

25,800.00
Write off Aerated Water and other Plant and Machinery 20,500.00
Write off Launch, Motor Junks and Motor Lorries 3,700.00
Pay to Staff Provident Fund 8,000.00
And carry forward to next Account 21,230.98
£199,230.98

Board of Directors: The existing Board of Directors consists of the Hon. Sir C. P. Chater, C.M.G., Mr. J. Scott Harston and Mr. H. P. White, who now retire, but being eligible offer themselves for re-election.
Auditors: The Company's Accounts have been audited by Mr. F. Maitland and Mr. G. Bernard Brown, A.C.A., Mr. Maitland is retiring from the auditorship, and Mr. H. Greenwood, A.C.A., has been invited to take his place. Mr. Bernard Brown offers himself for re-election and Mr. Greenwood's appointment requires confirmation.
JOHN D. HUMPHREYS & SON,
General Managers.

"That's just what I've
always wished a
cigarette would do
—satisfy"



The feature of Chesterfields is that they
begin where other cigarettes leave off.

In other words, besides pleasing the taste,
Chesterfields go them all one better—they
satisfy! Just like a long drink of cold water
satisfies when you're thirsty.

No other cigarette can give you this new
enjoyment because none can copy Chester-
field's blend.

It's a blend of the finest TURKISH
tobaccos from Xanthi, Cavalla, Smyrna and
Samsoun and several varieties of the choicest
American. And the blend itself—the skill
with which these tobaccos have been
proportioned—is a real discovery in cigarette
making.

Light & Tasty Tobacco Co.

Chesterfield
CIGARETTES

—of Turkish and American tobaccos—blended

20 for
20 cts.

They SATISFY!

THE OPTOPHONE.

New Method of Reading for
the Blind.

In a lecture hall at the Imperial College of Science and Technology at South Kensington recently a blind girl might have been seen reading from an ordinary printed book at the rate of 20 words a minute.

It was (writes a Scotsman correspondent) a somewhat uncanny experience for the spectators. The girl was seated at a table with two telephone receivers clasped to her ears, the book she was reading was turned face downwards on a little instrument in front of her, and the only sounds heard were her slow pronunciation of the words of the story she was reading and the regular noise of the machine as the operator switched it from one line to the other, while a member of the audience sat in front checking the passage from the story which he had selected at random.

The impression made on the audience, and on the blind members of it in particular, was obvious. The occasion was a demonstration of the practicality of the instrument known as the optophone, which is the invention of Dr. E. E. Fournier D'Albe, London, and which has been taken up and developed by the well-known Glasgow firm of Barr and Stroud, the senior partner of which, Emeritus Professor Archibald Barr, has taken a keen personal interest in the new idea, and has been mainly responsible for the modifications and improvements which it has undergone since it was originally produced.

The optophone makes a departure in principle from all previous methods, for enabling the blind to read. The sense of hearing is used instead of the sense of

TSANG FOOK PIANO CO.,

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HARDWARE MERCHANTS.

25, WING WOO ST.
CENTRAL.

touch. Special books, with embossed lettering are not required, for the optophone reads ordinary newspapers and books, and even typewriting.

But Dr. Barr deprecates the idea that the optophone means the end of the old order of reading for the blind. It has obvious disadvantages, as, for instance, in the case of a person who is deaf as well as blind, while its present price, £105, is an obstacle to its general use. On the other hand, it has many clear advantages over the older systems, particularly in the case of persons who fall blind late in life and who have difficulty in attaining any degree of proficiency in reading raised type. Its most patent advantage, of course, is that it brings within reach of the blind a range of literature which is closed to them at the present time.

The instrument depends for its action on a remarkable property of the chemical element called selenium, the electrical conductivity of which in one of its physical forms varies greatly in accordance with the amount of light to which it is exposed.

The instrument is fitted with an electric battery and an electric lamp, the printed page is exposed to a small pencil of light, and the machine acquires its effect from a selenium bridge being exposed to successions of sets of light pulsations, which vary according to the forms of letters as these are passed over in traversing a line of printed type.

Each letter is indicated in the telephone by a characteristic motif comprising successions of single notes and chords. Printed letters are thus translated into a sound alphabet which can be readily learned, as was evidenced by the fact that the young lady who gave to-day's demonstration started only five weeks ago.

THE LATE MR. WOOLWORTH'S WILL.

By his will the late Mr. F. W. Woolworth, the founder of the famous 5-cent stores and owner of the Woolworth Building, left his entire estate, estimated at approximately \$30,000,000 (nearly 24,000,000) to his wife. His will, which is only 200 words long, was made over 50 years ago.

NOTICE.

SOMETHING NEW

TEN DANCE HITS ON THE FEBRUARY

VICTOR RECORDS

- Just snap your fingers at care—Darling—Foxtrot
35704 Paul Whitman & His Orch.
Caresses—Medley Fox Trot Paul Whitman & His Orch.
Tip Top—Medley Fox Trot—Saxophones
18714 Six Brown Brothers
If a wish could make it so—Fox Trot
Six Brown Brothers
If you could care—Medley Waltz Smith's Orchestra
18715 Happy—One Step Smith's Orchestra
Let the Rest of the World go By—Waltz—
Ferera & Franchini
18716 My Isle of Golden Dreams—Waltz—
Blue & White Marimba Band
12th Street Rag—Fox Trot All Star Trio
18713 Dotty Dimples—One Step All Star Trio

CALL IN AND HEAR THEM

S. Moutrie & Co., Ltd.

TELEPHONE Victor Agents. TELEPHONE
527. 527.

HALL'S DISTEMPER

THE KING OF WATER PAINTS

Is Sanitary, washable, and high disinfec-
ting qualities make it the ideal wall covering for
your home or office.

Handled by all Contractors and Painters.

Write for our Brochure "How to decorate
your home" to

WILLIAM C. JACK & CO., LTD.

Sole Agents
Hongkong & South China.The irritating cough and the obstinate cold will
speedily vanish if you take a few doses of

COLONIAL COUGH LINCTUS

The rapid Cold dispeller

Prices 50cts & 90cts per Bottle.

Warm Friends for Cold Nights.

Our HOT WATER BOTTLES at moderate prices.

COLONIAL DISPENSARY.

14, QUEEN'S ROAD CENTRAL, HONGKONG.

Telephone No. 1877.

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

THE NEW GERMICIDE.
VAPOLINE INHALANT.A few drops of this wonderful Essence sprinkled on the
Handkerchief and inhaled, Cures Colds, Banishes Headaches,
Hay Fever, etc.VAPOLINE INHALANT possesses one unique feature—on
contact with the air it develops & gives off antiseptic Vapours
which gradually gain in strength, hence it is very economical in
use. One application giving protection for a whole day.

PRICE:—\$1.00 & \$1.75 per bottle.

QUEEN'S DISPENSARY

To 492

St. George's Building.

SAILING SHIP DAYS.

Old Times Recalled.

In view of our recent comments
on the subject of tea clippers and
sailing-ship days, the following
extracts from an article which
we take from the *Nautical
Magazine* of March, 1917, written
by one of the oldest and best-
known skippers on the China
Coast, will no doubt be read with
interest:

I think I can claim the dis-
tinction of being the last of a long
line of descendants connected
with the famous Aberdeen Clip-
per Line. I can carry it back
much further than those who
have recently corresponded with
you on that subject (not from my
own knowledge, you will note)
for my great-grandfather was
one of the first captains George
Thompson and Co. had, and
he finished long before the
days of the "Thermopylae"
and "Patriarch," the period your
correspondents usually start. I
refer to the days of the "Scottish
Maid" and "Prince of Wales,"
both of which my great-grand-
father commanded, and "Oliver
Cromwell" and "Omar Pasha,"
both commanded by my grand-
uncle. That was in the very
young days of the famous line.
Then came the "Transatlantic,"
"Queen of Nations," commanded
by my father, "Maid of Judah,"
"Damasus," "Nineveh" and
"Ascalon," and then the
"Thermopylae" and immediately
after her, the "Centurion," which
I myself was connected with
during her 24 years of existence.
I stood in the building yard of
Walter Hood & Co., Aberdeen
(where mostly all of the famous
clippers were built) a little boy
of six years old, and saw her
launched in the spring of 1869, and
this is as clearly impressed
on my mind as if it had
happened yesterday. My father
stood on the fo'c'sle head as she
left the ways. He had been
looking after the building of her
and took command, but only lived
to make one complete voyage to
Australia and back. He died on
the second voyage just before
reaching the English Channel.
It was his ambition to beat the
record of the "Thermopylae," but
he never achieved this, although
I have records still, where
she made 360, 348, and 356 knots
over the ground (three days in
succession) running the easting
down to Australia. The second
mate who was over me as an
apprentice in the same ship was
bo's'n of her then, and he told me
they set the main to gallant sail
leaving the Downs on the first
voyage and never once started
the sheets till they were sailing
into *Neutral Bay, Sydney*
Harbour, after a 69 days' passage
from London.

As my time came round, I
joined the old ship as an ap-
prentice, and went through four
of the hardest, (looking back on
them) happiest year of my life, on
the Australian and China trade,
one voyage to Australia and
home with wool, and the next to
Sydney, thence to China for tea
and home. Those were indeed
the days when a sailor's life
was—well, not what it is to-
day. Your correspondent, Curtis
Brown, depicts it so faithfully in
last year's January number, that
it would be useless for me to try
and better it; but one little item,
re the shanties he quotes, as
having the power to bring a catch
at the heart of any old sailor, who
might hear them now, brings back
an incident which happened on
my first voyage, which not only
brought a catch at my youthful
heart, but stamped itself so
indelibly on my mind that I'll
remember it if I live to be 150.
We were just about to cast
the tow boat off in the Downs,
and all hands and the cook were
hoisting the topsails. The main-
top sail halliards—at which I tailed
on—were, of course, stretched
along forward on the starboard
side, and the foretop sail halliards
aft on the port side. Both topsails
were going up together, and the
shanty joined in by both sides
was the well-known one, "Whisky
for my Johnnie."

Whisky is the life of man,
Whisky for my Johnnie.

Immediately in front of me was
a great ponderous Swede named
Swenson; he was got up in a pair
of canvas pants with large square
patches of the same material,
which were evidently used as
chafing patches for the portion
of the garment he used when
sitting down, and no doubt had
seen many a hard gale off the
Horn. In the course of this little
concert, I noticed my friend in
front, when joining in the chorus,
continually sang "Whisky for my
Annie"—so I thought, and having
sailed with my parents as a child,

and knowing all these shanties
quite well, I undertook to correct
my neighbour, so tapping him on
the patches (the only part I could
reach when he bent for a pull) I
said:—"The chorus of this song
is 'Whisky Johnnie,' not 'Whisky
Annie.' At this he turned round
and said with a snap, "Vat
ye say?" Needless to say, I
didn't repeat the correction, but
came to the conclusion that the
old gentleman hadn't a proper
grip of the English language, if
he had of the maintop sail
halliards, especially when I was
told by a more experienced
apprentice that he was singing
"Whisky Yonnie" and not
"Whisky Annie." This was my
introduction to the alien seaman
on British ships.

Our crew on this occasion
was composed entirely of
Scandinavian, West Indian
and American negroes. The
West Indian portion, of
course, considered themselves
British and so would the latter if
they could have got away with it.
They were all right in their way
as long as the weather was warm
and they could stamp away with
the end of a jib or to gallant
halliard, and yip, yipped as they
stamped, or give lip to the "Rio
Grande" or "Goodbye Fare-ye-
well" when heaving up the
anchor, with the old gin-jig wind-
lass Sydney Harbour, or giving
the pumps a shake up after
washing decks on a Saturday
afternoon. But—Oh my! when it
came to all hands muzzling the
foresail or the upper maintop sail
in a gale of wind off the Horn,
or Cape of Good Hope in the
winter, the "cullud pussen," as
he styled himself, was one of the
most helpless creatures one could
imagine. There you would find
him, muffled up in all he pos-
sessed, the whole covered over
by his oilskins and large leather
seaboots, dodging around trying
his hardest to be the last on the
yard, so that he would not have
to move out from the slings. Of
course if two or three succeeded
in this they were generally
shifted by some big Dane or
Norwegian.

Ah yes, "Mr. Johnson" or
"Mr. Clayton" was a very
different proposition at those
times than he was when the
topmast, to gallant, and royal
stunsails were set.

I shall not at present go into
particulars of the many neck-to-
neck races I have witnessed
between some of the finest ships
of their day from the smart little
tea clipper to the heavy wood
drogher; of how I have seen 18
ships homeward bound from all
parts of the world becalmed for a
week close to each other in
the Doldrums, and the old ship
"St. Lawrence," a vessel of the old frigate
type with painted ports and a
large netting under her jibboom,
creep quietly along round all the
fleet, simply by the flap of her
sails, while all the others were
turning round and round in the
same spot, and invite the captains
of the various ships to dinner
later on; of how 10 to 15 of us
have again met in the English
Channel, and thrashed up against
an easterly wind with the
famous "Star of Greece" in the
running. Of how on one oc-
casion, drifting off the English
Channel in a dense fog for a
week, the fog suddenly cleared
one morning, and revealed 79
square-rigged ships all in sight
of each other, a picture that will
never be seen again. Of how the
good ship "Centurion," while I
was chief mate of her, on the
17th January, 1887, at 1.30 a.m.
went on the North Head at
Sydney, and sank in fifteen
minutes in 18 fathoms. With
the loss of the smart little ship
my 24 years' connection with her
ceased; indeed, I may say my
connection with the old life.

But a word before closing on
the different conditions of living
the apprentice of the present day
—cadet as he is called—has to
face, in comparison with his
less fortunate brother of
forty years ago will no doubt
interest any of the old hands
who may now be lying back
on their oars, and will satisfy
the parents of the said cadet that,
as far as food is concerned, they
have nothing to worry about, and
if through force of circumstances,
and the dying out of the
old sailing ship, he cannot
procure that "indefinable some-
thing" (as described in your Octo-
ber, 1916, number) which he could
have done in the old days, his
life in comparison is that of a
king and he will get there just
the same.

In the seventies, we boys on
the half-deck lived just the same
as the sailors in the fo'c'sle, pea
soup and salt pork Monday,
Wednesday and Friday; salt beef
and a few ounces of flour made

into what was known to us as
"duff." Tuesday, Thursday and
Saturday: a small portion of fresh
tinned meat on Saturday in place
of the salt beef or pork. In
passing I may as well
mention that the smell created
by the opening of those salt
beef or pork casks could only be
equalled to a sniff of Singapore
River at low water—perhaps
some of your readers know it.
Biscuits, which were inhabited by
various breeds of live stock, were
served out *ad lib.*, and if the whack
of beef or pork didn't last till the
next day, one had just to content
oneself with a biscuit washed
down in the morning by coffee
and in the afternoon by black tea.
If the weekly allowance of sugar
had gone done, then these
decoctions had to be taken
without. There was no
milk or butter for the seamen of
that day. We got along, how-
ever. The boys of the afternoon
watch below used to make a
mess (and it was a mess too) for
all hands at tea time. Sometimes
it was "cracker bash," some-
times, "dog's body," and some-
times "dandyfunk." The young-
est boy of the watch below
would go on the fo'c'sle head
with a canvas bag (made for the
purpose) filled with biscuit,
which had been swept as clean
as possible with a boot brush, or
anything which came handy,
and armed with a serving mallet
or broken lignum vitae fid procur-
ed from the sailmaker and with
the anchor shank as an anvil,
hammer the biscuits till they were
pounded into the smallest partic-
les imaginable, all the largest
pieces being carefully sifted out,
and if required, hammered again.
As much as could be spared of
the day's allowance of salt beef
was then minced up with the
cook's chopper, which he
used indiscriminately for break-
ing wood, coal, or cutting
up a sheep, when one had been
killed for the "afterguard."
Water was then used to moisten
this mixture till it was a thick
paste, and if a smart boy had
been able to annex a few onions
from the steward's store, these
were also cut up and mixed with
the other ingredients. The whole
was then put in a tin, and if the
cook felt like being obliging he
baked it in the oven and it was
really enjoyed.

"Dog's body" was another
dainty, also consisting of broken
biscuit, but simply mixed in a
paste with the remainder of the
day's pea soup, the whole being
placed in a tin with several pieces
of pork rind placed on the top and
baked in the oven; a sort of sub-
stitute for bacon and beans
commonly known as "Boston
brain food," but without the bacon
and the beans.

"Dandyfunk" was a species of
cake made of broken biscuits and
syrup, but as syrup was scarce
and sugar ditto, this was not
often indulged in. So on we went
year in year out, as happy as the
proverbial sandboy.

Now to the sustenance of the
present day cadet, as he has to
put up with it in the Far East.
Apart from his having a servant
to attend on him, and an electric
fan to keep him cool in his cabin,
he sits down in the saloon to
menus on the following lines.
(These are taken haphazard from
back files):—

BREAKFAST.

5/11/16-8 a.m.

Porridge and milk.

Fried fish.

Ham and eggs.

Grilled Steak.

Cold boiled mutton.

Cold brown.

Potatoes.

Beef curry and rice.

Jam, tea, coffee.

Fruit.

LUNCH.

10/11/16-Noon.

Hotch Potch Soup.

Cold lobster.

Chicken and ham sausage roll.

Mutton Hotpot.

Cold brown.

Potatoes.

Mutton curry and rice.

Gula Malacca.

Fruit, cheese, coffee.

DINNER.

11/11/16-6. 30 p.m.

Potato soup.

Baked fish.

Fricassee of tripe.

Game pie.

Boiled mutton.

Roast beef.

Potatoes and spinach.

Apple soufflé.

Victoria sandwich.

Cheese, fruit, coffee.

Think of it, Oh ye of the les-
ser-brace period! I can almost
fancy I hear you shout:—"Lay
off the watch! Who wouldn't
sell a farm and go to sea."
T. A. MITCHELL.

NOTICE.

WATSON'S
COLD CURE TABLETSCure a Cold in the Shortest
Possible Time.

An Excellent Remedy For

Neuralgia & Malarial Headache.

This excellent remedy is sent regularly
from Hongkong TO CUSTOMERS IN
ENGLAND and elsewhere abroad.

A. S. WATSON & CO., LTD.

NEW GOODS! NEW GOODS!

Messrs. Whiteaway, Laidlaw & Co. are now

showing latest and newest goods for the

COMING RACE SEASON

READY-TO-WEAR

COSTUMES

\$75.00 to \$125.00

WARM OVERCOATS FOR

LADIES

\$37.50 to \$97.50

NEW SUNSHADES

NEW DRESSES

NEW UNDERWEAR

NEW RIBBONS

NEW LACES

NEW MILLINERY & ARTIFICIAL

FLOWERS & SPRAYS

We have just received

per post Our Special

Supply of RACE WEEK

MILLINERY. CALL and

INSPECT LATEST

MODELS.

LOWEST PRICES FOR PROMPT CASH.

NO CREDIT.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

REUTER'S TELEGRAMS.

(Continued from Page 1.)

JAPAN'S REGRETS TO AMERICA.

The Vladivostok Incident Now Closed.

Washington, February 22.
Following on the verdict in the case of Lieutenant Langdon, the Japanese Government has again expressed its regret in a Note. It says that while a Court Martial found that the sentry had complied with orders, he had been sentenced to a month's confinement in barracks for testifying falsely at the trial, whilst the Japanese Commander at Vladivostok had been removed and degraded and four other officers punished.

Mr. Colby has declared that Japan, in publishing a paraphrase of the Note to America, acted promptly and sincerely, and the Note will be undoubtedly received with general satisfaction in the United States.

Official circles regard the incident as closed, except in the matter of reparation.

CHINA FAMINE RELIEF.

Manchester Promoting a Fund.

London, February 23.
Manchester and district's effort respecting the China Famine Fund has been launched, a committee has been appointed to organise and appeal, and donations for £4,000 have already been promised. The chairman, Sir Edwin Stockton, said that Sino-Lancashire commercial relations rendered it obligatory upon Manchester to assist the sufferers in the East. Mr. Geary Gardner, chairman of the Famine Relief Committee, paid a tribute to the wonderful way in which the Chinese Government was meeting the situation.

COLONIAL EXCHANGE.

Government and Maintenance of Stability.

London, February 23.
In the House of Commons, replying to a question with regard to the policy governing inter-Imperial exchanges, Mr. Bonar Law declared that in the case of the Colonies and Protectorates as far as possible the Government maintained the stability of exchange in relation to sterling unless it was more advantageous for the Colonies to link up exchange with another area.

THE YAP DISPUTE.

America Asks for Reconsideration.

Paris, February 23.
President Wilson's Note to the League of Nations Council states that the Japanese mandate for the Pacific islands has now been received. The United States previously informed France, Britain, Italy and Japan that she did not consent to the inclusion of Yap therein and now declares that she cannot be bound by the terms of the mandate and begs the Council to again scrutinise the question.

THE REPARATION CLAIMS.

What Britain and Japan Demand.

Paris, February 23.
The statement of the Reparations Commission generally confirms the figures mentioned yesterday. It shows that the claims of the British Empire total £2,542,000,000, of which the biggest items are £736,000,000 for shipping and £1,706,000,000 for personal damages, including military pensions. The claims of Japan total \$32,000,000 yen.

U.S. NAVAL SECRETARY.

A Surprising Appointment.

Washington, February 23.
The choice of Mr. Edwin Denby as Secretary of the Navy is a surprise, as his name had never been mentioned in newspaper speculations. Mr. Denby is a lawyer and businessman, and a son of the ex-Minister to China. He served in the Chinese Maritime Customs.

U.S. LABOURITES IN CONFERENCE.

Washington, February 22.
Two hundred delegates were present at the annual Convention of the Federation of Labour. Mr. Gompers foreshadowed issues of a serious character, probably referring to extremist propaganda.

FIRE FOLLOWS COLLISION BETWEEN TRAMS.

Terrible Tragedy in America.

New York, February 23.
Eight were burned to death and 25 injured in a collision and conflagration of two trams at Shelton (Conn.), following an explosion of a can of petrol on the platform of one of the cars. Several children were among the victims.

AERIAL MAIL SERVICE.

New York, February 23.
Postal aviators have arrived at Hazelhurst aerodrome, Long Island, with mails from San Francisco, which, it is estimated, were conveyed in 33 hours 20 minutes.

BANKRUPTCY PROCEEDINGS AGAINST NEW YORK PUBLISHERS.

New York, February 23.
Bankruptcy proceedings have been instituted against the publishers Leslie and Judge. The liabilities are alleged to amount to \$2,210,000, with assets of \$420,000.

RUSSO-FINNISH TRADE RELATIONS.

Helsingfors, February 23.
Negotiations for Russo-Finnish trade relations have been opened.

(Continued on page 6.)

NOT DEAD YET.

Mr. Pollock on The C.R.A. Set-Back.

In view of the statement made in the House of Commons on Tuesday by the Secretary of State for the Colonies, in reply to a question put by Colonel John Ward, that it had been decided to make no alteration in the numbers or mode of selection of the Hongkong Legislative Council, we to-day interviewed the Hon. Mr. H.E. Pollock, K.C., the President of the Constitutional Reform Association, as to what action the Association would be likely to take.

Mr. Pollock said he had had no opportunity of consulting the Committee of the Association. He continued:—"We shall deal with the matter at the annual general meeting, which will be held in March."

Asked if he knew what suggestions His Excellency the Governor had made in despatches sent home on the subject of Constitutional Reform, Mr. Pollock replied in the negative. He added that the Association had received no communication whatever on the subject of Constitutional Reform from the local Government, in the sense referred to by Mr. Churchill in the House of Commons. He further stated:—"We were expecting some concession in the direction of Constitutional Reform."

"It seems to be a forelorn hope," remarked our representative.

Mr. Pollock replied:—"We simply have the statement of Mr. Churchill in the House of Commons, as to the position on the question of Constitutional Reform, which is a statement of the reasons which prompted the Colonial Office to deny any measure of reform, either as regards the Unofficial Members on the Legislative Council or as regards the mode of election."

"Are we to assume," asked the interviewer, "that the Constitutional Reform Association will now have to close down?"

"You must not assume that," said Mr. Pollock. "The Association has other objects other than the reforming of the Constitution. Besides, I do not consider that the question of Constitutional Reform has been finally determined."

"In that case, what will be the future policy of the Association?" asked the interviewer.

Mr. Pollock replied:—"As to the future policy of the Association both as regards Constitutional Reform and as regards Municipal matters, the Committee of the Association will have to decide the programme of the future. The decision does not rest with me personally."

HONGKONG MAN'S MARRIAGE.

Interesting Scottish Wedding.

Many Hongkong residents have heard with deep interest of the marriage of Mr. George Gerrard, which took place at the Masonic Temple, Greenock, Scotland, on the 12th ult. Mr. Gerrard, who is employed on the office staff at Taikoo Dockyard, left for home on holiday recently. A popular member of the community at Taikoo and also for long an active member of the Hongkong Football Club and, up to the time of his departure, Secretary of the Football League, he had a fine send-off. He has married Miss Helen Fairlie Henderson, a daughter of the late Mr. George Henderson, engineer, of Greenock, and a young lady whose work during the war won her official commendation and the award of the Order of the British Empire.

AERIAL DEVELOPMENT IN SWEDEN.

A vote of over £40,000 for air traffic is asked for by the Swedish Ministry of Communications.

THEATRE ROYAL

COMMENCING TUESDAY MARCH 1st
EDGAR WARWICK

announces a short return season of the popular

WARWICK COMEDY CO.
FIVE NIGHTS ONLY

TUESDAY, March 1st	Bernard Shaw's Delightful Comedy ARMS AND THE MAN
WEDNESDAY, March 2nd	N. & J. Thorpe-Mayne's Mystery Play THE LAST ACT
THURSDAY, March 3rd	Hubert Henry Davies's Witty Comedy CAPTAIN DREW
FRIDAY, March 4th	H. V. Esmond's Delightful Comedy of Youth WHEN WE WERE TWENTY-ONE
SATURDAY, March 5th	By General Request BROWN SUGAR

Plans at MOUTRIE'S

INSURANCE OFFICES

RACE HOLIDAYS.

NOTICE is hereby given that all Fire & Marine Insurance Offices will be closed for the transaction of Public Business on Wednesday, Thursday, Friday and Saturday, February 23rd, 24th, 25th and 26th, from 11.45 a.m. By Order.

LOWE, BINGHAM & MATTHEWS
Secretaries

Fire Insurance Association of Hongkong
Marine Insurance Association of Hongkong and Canton.

Hongkong, 22nd February, 1921.

CHINA SUGAR REFINING COMPANY LIMITED.

NOTICE.

The Forty-Third Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agent, Pedder's Street, on Friday the 18th March at 11.00 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1920.

The Transfer Books of the Company will be closed from the 4th to 18th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.
Hongkong, 18th February, 1921.

HONGKONG JOCKEY CLUB.

RACE MEETING 1921.

Wednesday, Thursday, Friday and Saturday, February 23rd, 24th, 25th and 26th.

TICKETS of Admission to the Grand Stand and Enclosure may be obtained from Messrs. Kelly & Walsh, Limited, or at the Gate. Price \$4 for each day or \$12 for the Meeting. Soldiers and Sailors in uniform \$1 each day.

The Stewards request the pleasure of the presence of the Ladies of Hongkong at the Grand Stand and Enclosure during the Races.

R. J. PATERSON,
Clerk of the Course.

Hongkong, 17th February, 1921.

WAR MEMORIAL.

SUBSCRIPTION LIST.

For the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors.

A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at—
Messrs. Lane Crawford
Messrs. Kelly & Walsh
Messrs. Moutrie
Messrs. Wm. Powell Ltd.
The Hongkong Club
The Hongkong Cricket Club
The Club Lusitano
The Engineers' Institute
The Victoria Recreation Club
The Kowloon Cricket Club
The Kowloon Bowling Club
The Peak Club
The Club de Recreation
The Craigiegar Club
M. J. BREEN,
Hon. Secretary War Memorial Committee.

NOTICE.

HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the ordinary yearly meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong on Saturday 26th day of February 1921 at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December 1920.

The Register of shares of the Corporation will be closed from Saturday 12th, February to Saturday 26th, February 1921 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors.
A. G. STEPHEN,
Chief Manager
Hongkong, 5th February, 1921.

THE INDO CHINA STEAM NAVIGATION CO., LTD.

The Directors of the above Company have declared an Interim Dividend on Deferred Shares for the year 1920 at the rate of 6/- per share.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 2/10 per dollar.

Dividend Warrants will be obtainable on and after Saturday, 26th February, 1921, at the Company's Office.

Transfer Books of the Company will be closed from 19th February to 26th February, both days inclusive.

JARDINE MATHESON & CO. LTD.
General Managers.
Hongkong, 26th January, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 2nd, March 1920,

commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture

Comprising:—

Blackwood chairs, flower stands,

stools, & table, Chesterfield couch,

easy chairs, teak overmantels,

teak desks and bookcases, pictures,

carpet, rugs, etc. etc.

Teak dining tables and chairs,

teak sideboards, dinner waggons,

ice chest, cutlery, electro-plated

& glass ware, etc. etc.

Double brass & teak bedsteads,

teak wardrobes with bevelled

mirrors, teak dressing tables,

washstands, chest of drawers, etc.

etc.

1 Indian Motor Cycle with side

car

2 Grand Pianos

On view from Tuesday, the

22nd inst.

Catalogue will be issued.

Terms: Cash on delivery.

LAMBERT BROS.,

Auctioneers.

NEW ADVERTISEMENTS.

G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 28th day of February, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kowloon in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Area	Area in Acres	Area in Roods	Area in Poles	Area in Perches	Area in Square Feet	Area in Square Yards	Area in Square Meters
100	Lot 100, Kowloon	100	1	0	0	0	100	100	100

A. S. WATSON & CO. LTD.

NOTICE.

RACE MEETING.

On Wednesday, 23rd, Thursday, 24th, Friday, 25th, and Saturday, 26th, Instant, all departments will be CLOSED at 1 P.M.

On these dates

THE HONGKONG DISPENSARY will be open for the purpose of dispensing prescriptions as follows:—

6 P.M. to 7.30 P.M.

A. S. WATSON & CO. LTD.

Hongkong, 23rd, February, 1921.

HONGKONG JOCKEY CLUB.

NOTICE is hereby given that

on the 1st, 2nd and 3rd days of the Meeting the First Race advertised will be run at the time advertised (12 o'clock) but that the subsequent Races will be run without reference to the times published in the beginning of the Race Book. There will, however, by the usual interval for Tiffin.

On the 4th day the First Bell will be rung at 12.45 p.m. and the First Race run as soon thereafter as possible.

R. J. PATERSON,
Clerk of the Course.

REPULSE BAY HOTEL.

The approach roads to the above Hotel are closed temporarily for the purpose of regrading. Patrons are, therefore, kindly requested to use the steps opposite the main entrance until completion of such work.

HONGKONG STOCK EXCHANGE.

NOTICE is hereby given that the Stock Exchange will be Closed Wednesday 23rd Thursday 24th Friday 25th and Saturday 26th inst.

By Order of the Committee

P. TESTER,
Secretary.

Hongkong, 19th February, 1921.

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

The Thirty-Seventh Ordinary Annual Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, on Thursday the 3rd March 1921, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the report of the General Managers for the year ending 31st December 1920, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Saturday the 26th February 1921 to Thursday the 3rd March 1921, both days inclusive.

SHEWAN TOMES & CO.

General Managers.

Hongkong, 24th February, 1920.

WANTED.

WANTED.—London Firm of Importers and Exporters require the Services of a Manager for their Hongkong Office. Best references required. Prospects for a man of good standing, age 30 to 35, with suitable experience in Far East, and at home. Apply Box 515 c/o "Hongkong Telegraph."

WANTED.—A Strong Sea Launch (Towing Boat) Reply will FULL PARTICULARS to: Box No. 516 c/o "Hongkong Telegraph."

WANTED.—Britisher desires one or two furnished rooms, with or without board. Central district preferred. Reply with terms to Box 512 c/o "Hongkong Telegraph."

LOST.

LOST.—On February 21st in shopping district, long platinum bar pin set with one sapphire. Please return to A. H. Ferguson, Chartered Bank. Reward.

TO BE LET.

TO LET.—Shortly for eight months. WELL FURNISHED THREE-ROOM FLAT: English bath; keyser; modern sanitation; piano; telephone can be rented.—Apply Box No. 517 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—"Buick" Car. Six Cylinder. Seven Seater. Perfect Condition. Done Six Thousand Miles. \$3,225 cash, no lower offers accepted. Apply Box 518 c/o "Hongkong Telegraph."

FOR SALE.

MILNER'S SAFES
APPLY TO
LAMBERT BROS.
Duddell Street.

FOR SALE.

One Hornsby—Ackroyd Oil Engine—34 Horse Power. Fuel: Kerosene. Complete with cooling apparatus; in good condition. May be viewed by appointment at

GUN CLUB HILL BARRACKS
KOWLOON.

Apply to the undersigned.
LAMBERT BROS.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS. The Company's Steamship "SADO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 3rd March 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 24th February, 1920.

VALSPAR BRONZE BOTTOM PAINT
A PERFECT ANTI-FOULING COMPOUND.

SOLE AGENTS:—

HOLLAND PACIFIC TRADING COMPANY, LTD., HONGKONG.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"TEIRESIAS"	1st Mar.	Amsterdam, London & Antwerp
"HELENUS"	8th Mar.	London, Amsterdam & Hamburg
"STENTOR"	11th Mar.	London, Amsterdam & Antwerp
"NINGCHOW"	26th Mar.	London, Amsterdam & Hamburg
"KEEMUN"	5th Apr.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ACHILLES"	1st Mar.	Genoa, M'les, L'pool & G'gow
"TELAMON"	16th Mar.	Havre & Liverpool
"KT. of the GARTER"	29th Mar.	Genoa, M'les, L'pool & G'gow
"IDOMENEUS"	12th Apr.	Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TALTHYBIUS"	16th Mar.	Victoria, Seattle, Tacoma and Vancouver
"TYNDAREUS"	6th Apr.	
"PROTESILAUS"	4th May	

NEW YORK SERVICE

(via Suez or Panama)

"EURYPYLUS"	2nd March	via Suez
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HOMEWARD PASSENGER SERVICE

"TEIRESIAS"	1st March	for London
"STENTOR"	11th March	for London
"IDOMENEUS"	12th April	for Liverpool
"PYRRHIUS"	3rd May	for London
"ANCHISES"	10th June	for Liverpool
"TEIRESIAS"	7th July	for London

For Freight and all Information. Apply to

BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS, LIMITED.

From UNITED KINGDOM, GENOA, COLOMBO & STRAITS.

The Motorship "GLENSANDA"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 28th February 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 28th February, 1921, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON, & CO., LTD., Agents.

Hongkong, 21st February, 1921.

CONSIGNEES.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE.)

NOTICE TO CONSIGNEES.

From ROTTERDAM, HAMBURG and GENOA.

The Steamship "TIMANOEK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 28th February, 1921 at 4 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 28th February, 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN, General Agents.

Hongkong, 23rd February, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Company's Steamship

TOTTORI MARU

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on un'ess instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 29th February, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 22nd February, 1921.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

The Company's Steamship

"SADO-MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 3rd March 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 24th February, 1920.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for "KELVIN MOTORS." Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.
Manager ... " K.329.
Secretary ... " K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS

From MIDDLESBRO, LONDON and STRAITS.

The Steamship

"BENARTY"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 5th March, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 21st February, 1921.

UNCLAIMED TELEGRAMS

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Takata, from Hakodate.
Fivestars, from Shanghai.
Hardeman, Hongkong Hotel, from Oaka.

Miss Ladenburg Repulse Bay Hotel, from Peking.

Hagitaranito, 271 No. 2, Yakuraku St., from Nagasaki.

Allo, from Shanghai.

Liangsuekai Compradore, Russian Bank, from Shanghai.

Chengyik Tungyok, from Shanghai.

Wingmowtai, from Dairen.

Yewling Soywo Firm, from Shanghai.

Wingcheong, from Kobe.

Sukee, Des Voaux, from Amoy.

Chenkee, from Shanghai.

Manwooleung, from Osaka.

Yeeling Hotel Changmow-ching, from Shanghai.

Honghamseng Shunchingshu, from Amoy.

T. KRING

Superintendent.

Hongkong, Feb. 23, 1921.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

Captain Heinschmaru, from Saigon.

Foarj, from New York.

Reid Grove, from Manchester.

Mapurunga, from New York.

Aray Setaro, from Panama.

Stanleando, from Altrincham.

Wilkinson Whiteaways, from Shanghai.

Alan Wood, Hongkong Club, from Port Said.

M. E. F. AIREY, Superintendent.

Hongkong, Feb. 24, 1921.

ATTENTION LADIES!

OUR FRENCH AGENTS HAVE JUST SENT US A SHIPMENT OF

PERFUMES & TOILET WATERS

OF THE HIGHEST ORDER.

ALL WELL KNOWN BRANDS ARE REPRESENTED.

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COMMERCIAL NEWS.

FINNISH PAPER TRADE.

Swedish newspapers report that Finland is making preparations greatly to increase her exports of paper. She hopes to do a big trade with Russia.

CEMENT PLANT FOR SHANGHAI. Owing to the increasing amount of construction work on a large scale in Shanghai, a number of the leading Chinese contractors of the city have raised \$3,000,000 to finance the erection of a cement plant. The clay necessary is available in large quantities in many parts of China.

PROSPEROUS HAWAII.

The annual report of the Governor of Hawaii says that the Hawaiian Islands have enjoyed an exceedingly prosperous year, chiefly due to the high price of sugar. The Federal and internal revenues has been the largest in the history of the islands, increasing by more than 100 per cent.

SILK TARIFF IN U.S.

Washington, Feb. 4.—Representatives of silk manufacturers before a Committee of the U.S. House of Representatives objected to the proposed increased tariff on imported silk to meet competition, contending that the present rates are more than sufficient to meet the higher cost of American labour.

GERMAN INQUIRIES IN FAR EAST.

Enquiries from German firms are being received in the Far East for the supply of iron. The price offered in Japan is ¥160 per ton for pig-iron, which is much lower than the British and American quotations. Although Germany is still in a very unsettled condition, there is no doubt that her heavy industries are reviving considerably.

JAPANESE COTTON MANUFACTURERS IN CHINA.

The leading Japanese cotton mill of China is planning to extend its activities in the country, having purchased approximately 2,000 mu of land in the vicinity of the Kiangnan Arsenal, near Shanghai. This site, according to the Japanese, will be used to erect the largest cotton mill in the Shanghai district. The first lot of spindles has been ordered from England and will arrive during this month.

A FRENCH ENTERPRISE.

A local enterprise at Brest, France, which suspended operation during the war, has recommenced the production of building blocks that are gaining widespread usage in the Brest district in certain kinds of building construction. The blocks are made in moulds, as are the cement building blocks in the United States. The materials used are sand, lime and cement, with a base of crushed coal cinders. These blocks are made in several sizes. The size 10 by 20 by 6 inches sells for 237 francs per hundred blocks.

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ITALO-GERMAN TRADE.

Germany's importations from Italy for the first eight months of 1920 were valued at approximately £4,200, while Italy's importations from Germany reached a value of £1,600,000.

ELECTRIC LIGHTING AT SHANGHAI.

The electric power and lighting department of the Chinese city of Shanghai has placed an order with Andersen, Meyer & Co., Ltd., for a 100,000 lamp General Electric generator for the purpose of extending and improving their service. The machine will be erected within a short period.

"ALCOBRONZE."

A new alloy of copper and aluminium has been invented and tested by Aktiebolaget Skandinvaska Armaturfabriken, of Stockholm. The name given to the new combination is "alcobronze." It has the colour and lustre of gold and it is said to be stronger, tougher and harder than any other bronze. It can be wrought, forged or rolled in any way without suffering deterioration, and it resists the influence of the air, acids and salt water.

SUSPENSION OF FAMINE SURTAX.

A Customs Notification issued by the Commissioner of Customs, Shanghai, states that under instructions from the Inspector-General of Customs, the collection of the Surtax for Famine Relief by the Maritime and Native Customs will be postponed till further orders.

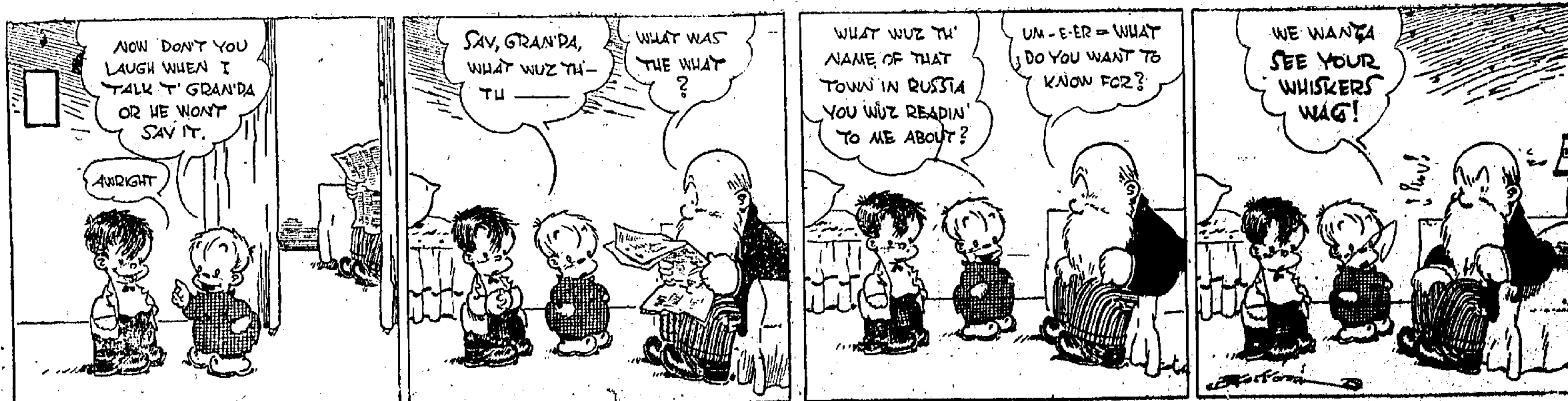
BRITISH CONTRACTS FOR GERMANY.

Two more instances are recorded of large contracts going to Germany as a result of the prohibitive costs now obtaining in the iron and steel industries at home: A large steel making firm near Liverpool, which is spending nearly two and a quarter millions sterling in extensions to plant, has placed work for electrical machinery in Germany, at a price 250,000 below the lowest British quotation. In the other case the housing committee of a large city has placed in Germany the order for the whole of the steel required, at many pounds per ton below the prices quoted by British manufacturers.

FRECKLES AND HIS FRIENDS

Probably the Town Was Nikolaievsk

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PHONE 616.

Births.

WILKINSON.—At Government Civil Maternity Hospital on 24th inst., the wife of Mr. W. R. Wilkinson, a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 25, 1921.

GERMAN MENTALITY.

To students of politics, if not to the general public, there is something curious about the retention by Germany of the term "Imperial" after changing the form of her polity to that of a republic. In themselves forms are of no great account; it is the spirit that matters. Poland, in the old days before the partition, exemplified a variation of the German position by having a king at the head of a sort of republic called an elective monarchy. On the face of things, the recent celebration of the jubilee of the foundation of the German Empire scarcely suggests a change in Teutonic mentality. It may be admitted that there was nothing markedly antagonistic in the manifesto issued by President Ebert, the fuller details of which are worth glancing at having regard to the impending conference fixed to open in London on the first day of next month.

The anniversary is indeed a day fraught with lessons impressive for all, of what nationality soever, who place their whole faith in the power of the sword. Not since the domination of Napoleon overshadowed Europe had the resistless might of arms seemed to win so signal a triumph. When the King of Prussia, who had entered Paris as a boy with the Allies of 1814, assumed the Crown of United Germany in the Hall of Mirrors, the stately palace reared to his own glory by the Grand Monarque, "blood and iron" appeared to have stamped an indelible seal upon the history of Europe. Many still alive remember the whole course of the drama, of which this splendid and most memorable scene appeared to be the final consummation—the drama that began with the advent to power of Bismarck, and of which the invasion of Denmark, the war between Prussia and Austria, and the overwhelming defeat of France were the acts. The means by which the last victory was achieved may be briefly recalled. The "destructive sword" of the Hohenzollern, deliberately tempered for years before with this object, accomplished it. When all was ready, and when by a series of perils the enemy was isolated, the forged telegram was uttered, "the Day" arrived, and the overwhelming and unconquerable German Army was launched against France. Fifty years have gone by, and the whirling of time has wrought a transformation. After half a century of unchallenged supremacy on the Continent, after a fresh series of intrigues and alliances destined to swell her native hosts, after a period of economic and commercial prosperity perhaps unequalled in the annals of any country, after the most thorough and complete preparation that military science, unwearied labour, and lavish expenditure could supply, Germany again carried war into the heart of France. What has been the result? The "joyous war" she wistfully provoked has ended in her ruin. She has undergone the most crushing defeat at suffered by any Great Power in Europe since Waterloo. She has brought upon her allies, at any rate upon the chief of them, a destruction more entire than her own.

To many it will seem tactless that President Ebert should choose an anniversary pregnant with such memories for public commemoration, but he knows the temper and the susceptibilities of his countrymen best. Again, to foreigners the topics of consolation and of hope he selected may not appear very felicitous. He takes comfort in the thought the Germans have been spared "one great misfortune"—namely, a new separation of the German lands. Many Germans have complained loudly that they have suffered this very misfortune, and declare it to rank high among the iniquities of the Peace settlement. Probably President Ebert was referring to the avoidance of civil war, for he assured his countrymen that they "hold fast together." Apart from the discussion about the dismemberment of Prussia, upon which a special commission of members of the Council of the Empire and of the Reichstag has been sitting, there is a considerable centrifugal movement of varying degrees of intensity in different parts of the Empire. All the States proclaim, no doubt, the fervour of their loyalty to the Reich, but the flame flickers now and then in an uncomfortable manner, from Hanover to Bavaria. The Prussian elections will doubtless be influenced in various ways by the existence of this force. Then President Ebert deplores the sad fate of those Germans who have been separated from the lands of their kindred against their will—a passage which shows he was not thinking about them when he referred to Germany's fortunate escape from a new separation. He includes "sorely-tried Austria" in his sympathies and observes with pathos, that she "longingly stretched out her arms to us, and we to her." This does not seem an altogether reasonable reminiscence. "Sorely-tried Austria" may be tempted to ask whose fault is it that she finds herself in her present plight. Austria has lately given further tokens of a wish to be united to Germany by selecting a pro-German Premier and appointing a pro-German Minister to Berlin (who are doubtless being observed by the Allies); but the erstwhile empire of the Hapsburgs may think it injudicious of Herr Ebert to recall Austria's pro-German longings at a moment when the latter is soliciting aid to save her from starvation. The President might have drawn other and wiser lessons from the wonderful succession of events. He might have seen in them the righteous doom of "militarism," still believed in by a large number of his countrymen. He might have seen in them a call to a different order, in which amity and co-operation should supersede the sword. The approaching conference will be an "a id test" of German sincerity.

NOTES AND COMMENTS.

Hongkong Wireless.

The question of providing better wireless facilities for Hongkong has again come to the notice of Parliament, though we fear business men will not be encouraged by the latest official statement to hope for an early granting of their wishes. Many, many times has the need of a high-power station been emphasised, not only by merchants in Hongkong but also by British commercial interests throughout the East. An attempt has been made, also, to secure the use of the naval installation at Stonecutters pending the provision of the station asked for, but here also obstacles have been met with and the idea, apparently, now been abandoned. According to Mr. Churchill, His Excellency the Governor has not expressed any desire for proceeding with the erection of a station separately from that of the Imperial Wireless Committee, and it is now intended to await his views before considering further steps. What strikes us most is the leisurely manner in which this question is being handled. After all, it will be a long time before this Imperial wireless chain is laid down; and the matter is one of urgency. The Home Government will in this question as in others no doubt be influenced by His Excellency's views, but we wish to emphasise that the opinions of commercial men should be given equal if not greater weight. They know the necessities better than anybody. So we trust that in any recommendations which His Excellency makes he will give ear to those whose views should count most.

Service Pay Grievance.

Mr. Aisken Chamberlain has confirmed the recent announcement that Service men in the Far East will be required to pay Income Tax on concessions granted last year owing to the high price of silver. He asserts that the tax is payable on the bonuses of all Service men, including those in India and China. Although so much is not specifically stated, the presumption is that this decision is to be made retrospective in its operation, which is the principal grievance of those affected by it. "There may or may not be good grounds for making the concession, as a concession, liable to Income Tax deductions; but what is considered altogether unreasonable is that men should be called upon to yield up a percentage of a bonus which must in many cases have been long ago spent. That is the thing that rankles. We are informed that in some instances the enforcement of the decision will mean the paying out of sums varying from one month's to two months' full pay. What that would mean to a Service man who has not been able to save money can very well be imagined. There are very many such people, for Service men abroad are none too well paid. Faced with the prospect of meeting this retrospective obligation, their position is certainly not to be envied.

Famine Relief.

We read with pleasure that Manchester, like London, has promoted a fund for the relief of the Chinese famine sufferers. The chairman of the Manchester relief committee is reported as having paid a tribute to the wonderful way in which the Chinese Government is meeting the situation. We trust that the eulogy is well merited. Certainly any Government which showed readiness and ability in dealing with a catastrophe of the magnitude that has overtaken the inhabitants of Northern China would deserve the highest praise. There is only too much reason to fear that in a number of cases officials, undeterred even by the well-nigh unprecedented extent of the disaster, have diverted some of the donations for their own behoof. Happily, some Chinese are giving practical proof of a very different spirit. At Kueitoh (Honan), where nearly normal crops were gathered last year, but which has been subject to some drain owing to its proximity to the stricken area, some five hundred famished souls are daily supplied with food. This beneficent work is conducted entirely by Chinese under the direction of four local gentry, who have themselves largely subscribed. Lists of contributions in money and kind are posted, and it is stated that all supplies are strictly checked. The fine falls of snow are looked upon as a good augury for the next crops, and, as far as this district is concerned, a more hopeful outlook appears to prevail.

DAY BY DAY.

CENSURE IS A TAX A MAN PAYS TO THE PUBLIC FOR BEING EMINENT.—Swift.

The passengers who departed by the s.s. China to-day included Mr. and Mrs. J. J. Gorman and Mr. C. S. Gubbay.

Shareholders of the Hongkong and Shanghai Banking Corporation are reminded that the Bank's meeting takes place to-morrow at noon at the City Hall.

Yesterday's health returns show two cases of cerebro-spinal fever (one fatal), one fatal case of diphtheria and one non-fatal occurrence of plague. All were Chinese.

An amah employed at No. 2 Park Road met with an accident at Praya East yesterday in being knocked down by a motor car. She was transferred to the Government Civil Hospital.

Two members of a gang of poultry thieves who have been giving trouble lately were arrested by detectives at the Ping On wharf yesterday, and to-day they were sentenced to four weeks' hard labour and four hours' stocks.

Messrs. Lazarus, the well-known firm of opticians, are removing to No. 12, Queen's Road, until recently occupied by Pathe Freres, and next door to the Colonial Dispensary. The business of Messrs. Lazarus has rapidly extended, and in their new commodious premises they anticipate making improvements in order to satisfy the increasing demands of their large clientele.

Our pictorial page to-morrow will contain a number of interesting local groups, these including photographs taken at the wedding of Mr. C. C. Brooks and Miss H. Thomson, of Mr. F. C. Clemons and Miss E. W. Tolan, and of Mr. Georges Tiran and Mlle. Marguerite Morlette; as well as groups of the Hongkong and combined Hongkong-Shanghai Interport Golf Teams; and of "The Pharos."

The first prize in the V. R. C. Sweep on the Derby, worth over \$20,000, was won by Mr. C. M. V. Ribeiro, of the Standard Oil Co., who is stated to have had the ticket in partnership with a Portuguese resident of Canton, but had parted with half the ticket for one thousand dollars. The first prize in the Hongkong Jockey Club Sweep, worth over \$12,000, was won by Mr. J. Ingham; and the first prize in the cash sweep on the course, worth \$10,906, was won by a Chinese gentleman, the manager of the Hongkong Theatre.

EX-GERMAN SHIPS.

Bought by Indo-China S. N. Co.

Two recent additions to the Indo-China Steam Navigation Company's fleet are now in Hongkong. They are the s.s. Teo Pao and the s.s. Kwong Eng, two ex-German vessels, formerly owned by the Norddeutscher Lloyd. They were seized at Singapore when the War broke out, and were recently offered for sale by the Ministry of Shipping in Calcutta by private tender and purchased there by Messrs. Jardine, Skinner and Co., agents of the Indo-China Steam Navigation Company, Ltd. The purchase price of the vessels is not known.

The s.s. Teo Pao is 1,655 tons gross and 972 tons net, her dimensions being 37.8 feet in breadth, 265.7 feet in length and 18.4 feet in depth. Before the War, she was put by the Norddeutscher Lloyd on the Bangkok-Hongkong run.

The s.s. Kwong Eng is a rather smaller boat than the Teo Pao, being 1,650 tons gross and 969 net. Her dimensions are as follows:—Length 265.7 feet; 37.8 breadth, feet; and depth, 18.4 feet.

Both the Kwong Eng and the Teo Pao were built in 1907 at Lubeck. As far as is known, these are the only boats so far purchased by the Indo-China Steam Navigation Company from the Ministry of Shipping.

Both vessels came here from Saigon with rice. The Teo Pao leaves to-morrow for Haiphong and the Kwong Eng for Swatow.

HARD TIMES BUT NOT HARD LINES.

(By Robt. MacWhirter.)

(Continued.)

The other day I heard of a fellow, who thought he was smart and a good guesser, approaching another on the Ferry and after chucklingly accosting him as "MacWhirter," he commenced to chaff him about having his wings clipped with the Editorial blue pencil. The metaphor, like a good cock-tail was well mixed but the joke was on the other chap all the same for the real MacWhirter happened at the time to be trying to sell something to somebody else quite some distance away.

It might be "hard lines" on MacWhirter to have his garrulity cut off by half but there's eye two ways of looking at a thing. Maybe the Editor thought that a column and a bit in these days of rising costs was good enough at ten cents a shot. I've got to live like everybody else anyhow.

To be perfectly honest therefore the jibe hasna' caused me to lose any sleep but it just shows that while ye can always depend on the enmity of your enemies there are times when ye cannot rely on the friendship of your friends.

Well, as I was saying, what are we going to do about the Hard Times? After all, there's nothing very mysterious about the matter. He who runs must needs gear down slow enough to read the economic facts. The nation which first sets out to lead the simple life will come first out of the mess. If I were a real dyed-in-the-wool stylist I would have here used the words "fire of adversity." It's the newspaper way of putting it, but by the Hokey Fly it sounds much too like pulp talk for my taste. The expression aye makes me think of poor old Shadrach and his fellow firemen, in their asbestos suits, way back in Daniel. Wonderful men, these Jews, when ye come to think of it.

I've aye maintained that there's more connection between our stomachs and our brains than very often appears at first sight. Maybe after this winter's over we'll be due to get our first instalment of national commonsense and the wherewithal to exercise it automatically for the rest of our generation. It should be leaving the national mind to-day but I'm afraid it isn't. Never mind, it'll come. If it doesn't, then it means a burst up. If brains don't come out on top, then the chances are that something else will. My money's on Brains for win and place but there's no use collecting any bets till the field's past the post. When it comes home, a ten-to-one chance in most everything does make an awful mess in the way of prophecy. The worst of being a prophet is that you're never sure. That's why one has to be so careful. No! that it would matter whether I was wrong or no. Wi' some folks, a chap's aye wrong. One of the blessings of the prophetic business is the fact that hearers and readers have short memories. That's how Old Moore has been in business so long.

Lloyd George says the world is quietening down. He ought to consult a Harley Street man and have his ears examined. In his case the wish is probably father to the thought, for there's no doubt if we are to get through the storm there must be quietness, steadiness and industrial peace. Violence will not help anyone. I'm no' so sure that in the circumstances a Dictator might be tried, provided he was honest, a patriot and no' afraid of losing his job. One set of brains, like a committee of one, often gets things done in the time a bunch of reformers are quarrelling as to whom has the right to speak first. Of course the real trouble wi' a Dictator starts when he thinks there's a likelihood of his head getting mixed wi' the sawdust. That's how the French Revolution took so long to revolve and the cause of the sand in the Russian machinery to-day. In short, revolution, while quicker than evolution, is a lot more messy and therefore, except for posterity, no' to be recommended. The personal element enters too largely into it for the comfort of the rest. Lenin has to hold his job or lose his head. When it gets to be so personal as that, human nature and original sin are apt to be considered in preference to the State. That's the weak spot in the cure as effected by the one-man route. No, on second thoughts, I doubt if a Dictatorship would help.

All the same, the nation needs the force of example to bring about steadiness and seriousness. When ye think of it, isn't it the purest of irony that we should have passed through the most sorrowful war in history only to be plunged into an ocean of levity? No one can acquit the Government of their share of the blame. Money cannot be poured in great streams from the Treasury without causing the circulation of lax ideas. Losing the true standard of money and spending the national currency freely, the effect on many minds was exceedingly doubtful. Those folks believed that the artificial prosperity would never come to an end or adopted a standard of life which cannot be maintained in the days to come. In this respect the spending departments of the Government have shown a rotten example. It's had enough when a man spends his income in an extravagant manner but when his Government tries to beat him at his own game, the country then turns round the village bend and heads down the straight towards bankruptcy.

First of all the Government must prove to the people that they are getting value for money wrung out in taxation or raised by expensive loans wi' their phenomenally high rate of interest.

Pronto the Government must jettison the policy of "doles." Millions of money have been paid over to men for going to sign their names thrice a week at Employment Exchanges. How the public money can be wasted on unemployment benefit was shown by the evidence given by one of the murderers in the Eastbourne trial. On the day of the crime he had just drawn 29s. at the Labour Bureau and he blew it in in a few hours. On Government pay days he fancied Abdullah cigarettes which few working men can afford; he had several drinks which several barmaids helped him to put away; he paid 6s. for two seats at the Hippodrome and with several visits to his favourite howl, the end of a perfect day saw him cleaned out.

After the Armistice, a whole raft of magnificent Reconstruction schemes were let loose by grandiose departments of a super-grandiose Government. Unfortunately you cannot reconstruct something out of nothing. If the "doles" money had been invested in some of these plans we might have had something for our money to-day.

It is possible to make scores of suggestions how to employ the workless, but there is no better or more profitable expedient than to bring back workers, at the earliest possible moment, to the tasks to which they were accustomed. Men and women who gradually lose their trade skill must be a declining asset to the community. A cabinet-maker who, through the lure of big money, turns docker may for a spell do himself proud, but furniture isn't going to be cheaper because a lot of ex-soldiers have been grafted on to the trade. It might be patriotic, but it isn't business. And as dockers as a class depend on the movement of goods—but why labour the point? The best intentions in the world cannot make the square peg fit the round hole any easier.

Even wi' the blackest lookout, though, there's always something to be thankful for. The bankrupt's only consolation is that he's no' one of the creditors. Unfortunately the Britisher to-day hasna' even that consolation. But wi' it all we'll pull through. There is a great deal of stability about the temperament of large numbers of the British people even yet. We shall require the good influence of that quality in full measure in the days before us. As you and I know, the quiet folks are usually in the background until the sharpest moment of crisis. In normal times they never set the pace, but when it comes to handling our Mad Mullahs a useful punch on the ear they're generally there or thereabouts. The last municipal elections proved that up to the hilt, so maybe the pain in the national tummy isn't what the doctor said at all. It's maybe merely indigestion, and a restricted diet may see us before long, bodily and mentally very much alive. Here's hoping anyhow.

"RED BLINDNESS."

A disease, locally known as "red blindness," is stated to have caused the death of 400 persons in Kazan and the neighbourhood. It is said to begin with an ordinary cold, which is followed by suffusion of the eyeballs with blood, after which the victim becomes nearly blind and finally goes mad and dies. The victims are mostly between 30 and 40 years of age.

COMING EAST.

The Royal Opera Company.

Lovers of good music, will welcome the news that the Royal Opera Company, which comes out under engagement to Eastern Tours, Limited, will be seen in Hongkong about the middle of the year. This Company has been specially selected in London, and comes out complete in every detail. It is said that a feast of comic opera is assured the public, and a glance at the personnel shows it to be a strong one, containing the names of such well-known English artists as Miss Nora Bird, a well known operatic soprano, and Signora Ravili, who will play "Serpente" in "Les Cloches de Corneville." Other equally famous artists include Mr. Henry Reynolds, a former member of the Beecham Opera Company; Mr. Maitland Marler, the celebrated comedian; Mr. Harry Cook, an eccentric dancer. There is also a specialty dancer who comes direct from the London Coliseum. The Company, which comprises about forty members, has been in active rehearsal in London, under the personal supervision of Mr. T. C. Fairbairn, the impresario and producer, who produced Sir Thomas Beecham's famous operetta, "The Company for the production of their extensive repertoire of world-famed comic operas, which include "Les Cloches de Corneville," "Dorothy," "La Mascotte," "La Monte," "Rip Van Winkle," "Tom Jones," "La Cigale," "Erminie," and others.

THE H. B. WARRING COMPANY.

Very shortly now the H. B. Warring Company will be coming to China, having been touring India and the F.M.S. for over a year. During this time they have got together a remarkable repertoire of plays, including some of the latest London successes and one or two of the old favourites. At the present time they are playing for the third time in Calcutta, where they are reported to have met with great success. On their open-night they played "The Witness for Defence," the well-known Anglo-Indian play by A. W. Mason, which one somehow always connects with Miss Ethel Irving, as it was she who first scored such a tremendous success as Stella Ballantyne. The Company should be warmly welcomed to China as it is rarely a really good repertory company is seen out here.

CHINESE SHOT.

Sequel to Gambling Raid.

In an affray in Yaumati yesterday, believed to be the outcome of a gambling quarrel, a Chinese was assaulted with a knife and eventually shot and killed by one of his assailants. When noticed was received of the affair, the Police visited the house, and found the assailants had cleared off. The victim was lying in a pool of blood, suffering from a number of cuts inflicted with a chopper and a bullet wound in the abdomen. Near the dying man the Police picked up from the ground a number of strings as well as the chopper with which the attack was conducted. At a house at Canton Road to which subsequent investigation led the Police, they made fresh discoveries which appear to confirm the theory that the assault arose from a gambling quarrel. Gambling gear and one or two further clues were picked up from this house, and when questioned with regard to their existence, the dying man, who by now had been removed to the Government Civil Hospital, admitted that he had been gambling with his assailants when the latter, to the number of six or seven, conducted an assault on him with the chopper and pistol. They robbed him of jewellery and money to the amount of \$160 before making their escape. He died shortly after his admission to the Government Civil Hospital. Considerable difficulty was experienced by the police in obtaining proper depositions before his death, and the only revelations made were those which only went to confirm the story of a gambling dispute.

RESULT OF SWISS CENSUS.

The Swiss census, which took place shortly before Christmas, shows the smallest increase in the population hitherto recorded. This is partly due to the great exodus of foreigners caused by the war, and partly to the fact that emigration is again in full swing.

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HANDSOMELY TRIMMED
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WIRELESS
TELEGRAPHY.

An Interesting Lecture.

An interesting lecture was given yesterday afternoon at the Chinese Y.M.C.A. by Professor C. H. Robertson (head of the Lecture Department of the Y.M.C.A. in China) on Wireless Telegraphy. The lecture was elucidated by means of an apparatus on the stage. In an adjoining room there was a very beautiful demonstrating model of the Telefunken system which was used for sending signals through the wall into the room.

The lecturer explained that 250 feet of wires can send or receive messages over very considerable distances. The general process of sending and receiving a message was explained. The demonstration was made with an apparatus that was constructed in the laboratory of the National Y. M. C. A. Lecture Department in order to bring before popular audiences the principles of electricity and magnetism that are useful in understanding wireless telegraphy. A simple wireless station was set up on the table for sending wireless telegraphy and the same apparatus was used for receiving messages. The electro-magnet was made to demonstrate an important aspect of the question, the formation of magnetic lines in space. The lecturer set up on the table a simple sending station for wireless telegraphy. A key was pressed, the battery pressure was multiplied by some thousands by the secondary of the induction coil and there resulted a spark. Each time a spark appeared at the gap there was set up an oscillating electric current in the wire, and a second result was that there were set off radiating in four directions vibrations in the ether which are known as electro-magnetic waves.

The lecturer explained some interesting and important details about the action of the sending station. A rope running from the lecturer's hand to the end of the room where it was held by a member of the audience was shown. As the rope was plucked aside and let loose suddenly the wave ran quickly to the other end, then returned and so back and forth several times. This was explained by the fact that when the rope was displaced just before it reached the other end and the tension on the rope tended to pull it back to a straight line, but by the time it had got back into a straight line it had considerable sideways momentum, which would carry it nearly as far to the other

end. Such a system of rope waves was used to send messages over short distances, as also could water waves, sound waves in air and light waves in ether. The professor attempted by a diagram to give a simplified suggestion of what happened when a single dot was transmitted from the sending to the receiving station. For the dot, a key was pressed and there ensued the operations shown by the diagram. First the dynamo delivered current to the transformer and the transformer to the condenser, while the combined action of the condenser, induction and spark gap caused one spark and it set up oscillations and gave off a train of waves. When the oscillations from that spark were passed, another spark delivered a second series. So much for the sending station. For the receiving station there was received at the detector for each spark a train of waves. Many interesting and important aspects of the question were explained, and in conclusion the lecturer made one other simple experiment which proved most interesting to the audience. This was to connect a cannon with the receiving station, using the coherer system, so that electro-magnetic waves sent through the wall from the apparatus in the adjoining room fired the cannon. The lecturer asked: How does it happen that such lectures as this are being given in the different cities of China? He explained that it was due mainly to the foresight and statesmanship of Dr. J. R. Mott and Mr. F. S. Brookman who, fifteen years ago, foresaw the great value of scientific lectures, both educationally and in moral and religious teaching by analogy, as part of the work of the Young Men's Christian Association in China. It has been the lecturer's privilege to have been working towards this end during the past ten years. The work has now reached the point where the shop, laboratory and office of the Lecture Department are fairly well equipped and are carrying on lectures like this on different subjects over a stretch of country borders of Siberia against the borders of China on the north, Yunnanfu towards the borders of Burma on the south, and amongst the Chinese students in the universities of Tokyo on the east. The work commends itself so to the people of China that there have sometimes been in a single city an attendance of fifteen thousand people per week, audiences composed of the gentry, merchants, educators, officials, and others.

THE BOOKSHELF.

(By "Librarian.")

A BUDGET OF ARNOLD BENNETT STORIES.

One still thinks of Mr. Arnold Bennett as of the younger school of writers, and so he is, despite the facts that he was born in 1867, and that twenty years have passed since he gained public favour with "Anna of the Five Towns." During that period he has given abundant evidence of versatility, turning out a goodly stream of capital novels, whether of the Five Towns or elsewhere, alternated with notable plays like the collaborative "Milestones" or instructive treatises in miniature such as "How to Live on Twenty-four Hours a Day." Then he gives us a volume on the ways of authors and publishers, and, still again, a travel book, "Those United States."

Mr. Bennett has now set a new fashion, or revived an old one, in the form of a Commonplace Book. He has embodied in a volume a sheaf of pages from his notebooks and given it the title of "Things That Have Interested Me." (Chatto and Windus, 9s. net.)

Mr. Bennett's interests, as has been seen, are wide and varied, and the things he has noted range from heroines in opera to barbers and railway accidents; from style to stunts; from hotel servants to wine vintages; from watching a football match to going down a mine.

Episodes, comments, opinions, reflections and stories are jotted down just as they occurred to the novelist face to face with the interesting thing. And the stories are excellent, pick where one will. Take this one of the old days of the horse omnibuses:—

A bus horse, checked too late, knocked his nose against a policeman's arm. The policeman, very ugly in face, cursed heartily. The wise driver said naught, but just listened and listened to the imprecations. As he was moving off he gazed inoffensively curious at the policeman's features, and remarked with gentle melancholy, "You never sent me that photograph as you promised me."

And another:—
At a later day, when motor-buses had begun seriously to compete with horse omnibuses, a motor-bus was trying ineffectually to start, and making those gramo-phone noises which we all remember. The conductor of the horse omnibus just in front, taking down the way-bill from his pocket, threw it over his shoulder saying, "Try another record, Bill."

A story of a picture show and an artist reminds the novelist of—
A group of provincial old masters of the British art of football, who, after a final cup-tie at the Crystal Palace, and an evening at the Empire, turned into their hotel just at closing-time on a Saturday night. They were seven.

Said the oldest master of them all, glancing about him and counting: "Seven. A round each. Waiter, bring 49 whiskies-and-sodas. Then you can go to bed."

An air-raid of the troubled year of 1916 recalls an incident of a similar disturbing nature over the Midlands:—
A man, whom I will call Mr. Bigsby, was staying in a house inhabited by five women. In the noise and excitement one of the women dropped on to her knees on the hearthrug and began to pray. She appealed to Providence, with great apparent sincerity, for some time, and then she suddenly jumped up, crying, "Oh, dear. This is no good. I'm going to fetch Mr. Bigsby!" and ran out of the room.

Stories of our Generals were the main portion of our "comic relief" during the war, and Mr. Bennett has preserved a couple for the delection of future historians:—
A General was inspecting a battery, and the major in Command was explaining that the scale on the ranging-drums needed altering to suit the new guns, as the latter had a higher muzzle-velocity than the old guns previously used by the battery. The General asked, "What is the muzzle-velocity of the new gun?" The major gave the answer. The General said, "Yes, but at what range?"

The present year is rich in literary centenaries. Flaubert and Dostoevsky represent France and Russia respectively in fiction, and Britain has Wilkie Collins and Whyte Melville. In poetry the great name of Dante is supreme; September will witness the 600th anniversary of his

NOTICE.

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The second story is this:—

Said one Divisional General to another: "How should you define Bolshevism?"

Said the other Division General, with pained finality, "I'll tell you what Bolshevism is, old thing. It's simply pure Socialism! That's what Bolshevism is."

Another little war story is the remark of the wife of an American official, who exclaimed, staggered and delighted at the spectacle of a very great munitions factory in Britain, "I can just feel the monarchical principle pulsating through all this effort."

As a good after-the-war story however, the following would be difficult to match:—

The other day I met a British officer who had been wounded nine times, captured by the Germans while in a state of unconsciousness and in England reported killed. He seemed to be perfectly well and perfectly cheerful. But one matter had aroused his resentment. It was not that as a prisoner he had received only six parcels out of 39 dispatched by his friends. It was not that on returning to life and England he had had to pay for the advertisements of his own decease in the "Times" and the later advertisements contradicting the same. It was that his solicitor had forwarded to him, among other bills, a bill thus conceived: "To memorial service (fully choral), three guineas." Somehow the words "fully choral" rankled in his mind.

Besides being able to tell a good story, Mr. Bennett proves his capacity as a caustic critic of the English, with whom he lives in friendly alliance. He is watching Pavlova at the Palace dancing the dying swan.

A feather fell from her costume.
One man said to another: "Moultling."

Such was the whole of their conversation.
Then follows the note-maker's comment: "It is this kind of thing that infuriates me against audiences, and against English audiences in particular. It annoys me more than the laughter, half-hysterical, half-loutish, which even in West-end theatres seldom fails to punctuate a poignant moment in a play."

Another diverting is this item: "Edmond de Goncourt got the measure of the ridiculous monosyllabic Englishman in his curious novel, 'La Faustin'. An English lord goes to look over an empty house. When he sees a bird in a cage he ejaculates, 'Bird.' And when he sees the bath he ejaculates, 'Bath.' And during the entire visit he says nothing else whatever."

Such are a few examples of the miscellany, often humorous and instructive at the same time, which Mr. Bennett has assembled in his latest volume.

The present year is rich in literary centenaries. Flaubert and Dostoevsky represent France and Russia respectively in fiction, and Britain has Wilkie Collins and Whyte Melville. In poetry the great name of Dante is supreme; September will witness the 600th anniversary of his

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death. This year also sees the birth centenary of Baudelaire, while we have such a variety of poets as Dora Greenwell, Frederick Locker-Lampson, and John Skinner, the last-named, who was called by Burns the writer of the "best Scottish song ever Scotland saw," having been born 200 years ago.

Books, like other things, are costly in Germany at the present time. British and American scholars lately decided to place a collection of recent volumes at the disposal of German literary men. Despite the high prices, however, books continue to pour from the press; new *Verlags* or publishing houses are founded every day; swarms of new periodicals, from esoteric reviews to comic weeklies, appear as by spontaneous generation.

Sir W. Robertson Nicoll states in the *British Weekly* that English publishers are "seriously considering the possibilities of printing and binding some of their books in Holland," owing to the high costs of production in Britain. Inquiries among London publishers indicate that a decision has not yet been reached.

Jeffery Farnol won wide favour with his vigorous tales of "The Amateur Gentleman" and "The Broad Highway." He now brings us back to the pirate days with a tale of the Spanish Main entitled "Black Bartlemy's Treasure", which has an "R.L.S." flavour.

A treatise by Mr. E. S. Rowe (Oxford University Press), called "The Early Effects of the War upon the Finance, Commerce, and Industry of Peru" serves to illustrate the world-wide influence of the war, if nothing else.

American women writers have been remarkable as "best sellers," witness the late Ella Wheeler Wilcox. Another popular American lady, Miss Wharton, has added "The Age of Innocence" to her lengthy list.

From now the Nobel Prize for Literature is to be given to the writer who has created the most helpful and ideal work within the preceding year, regardless of his record as a whole.

NOTICE.

J. T. SHAW

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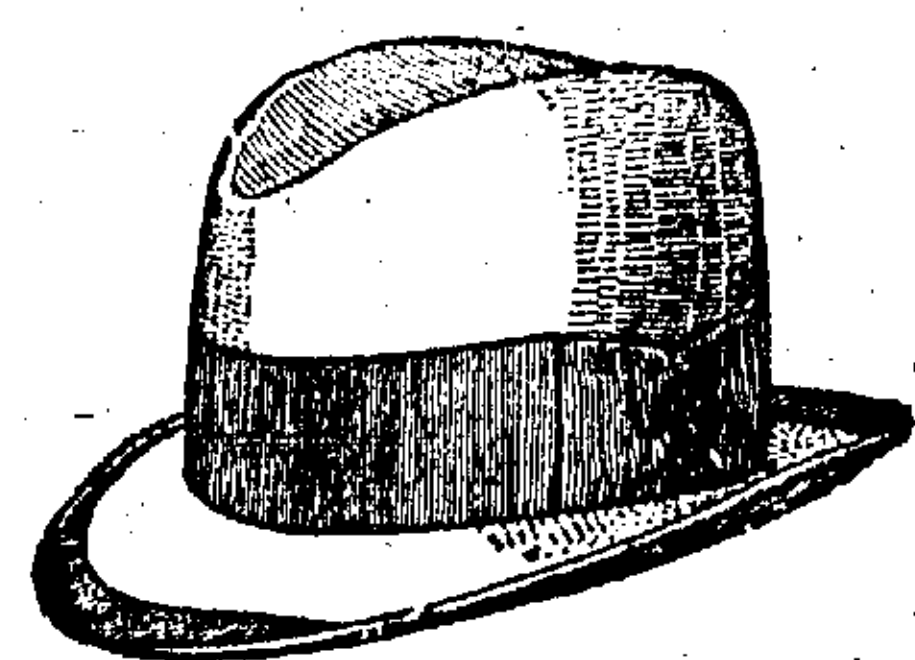
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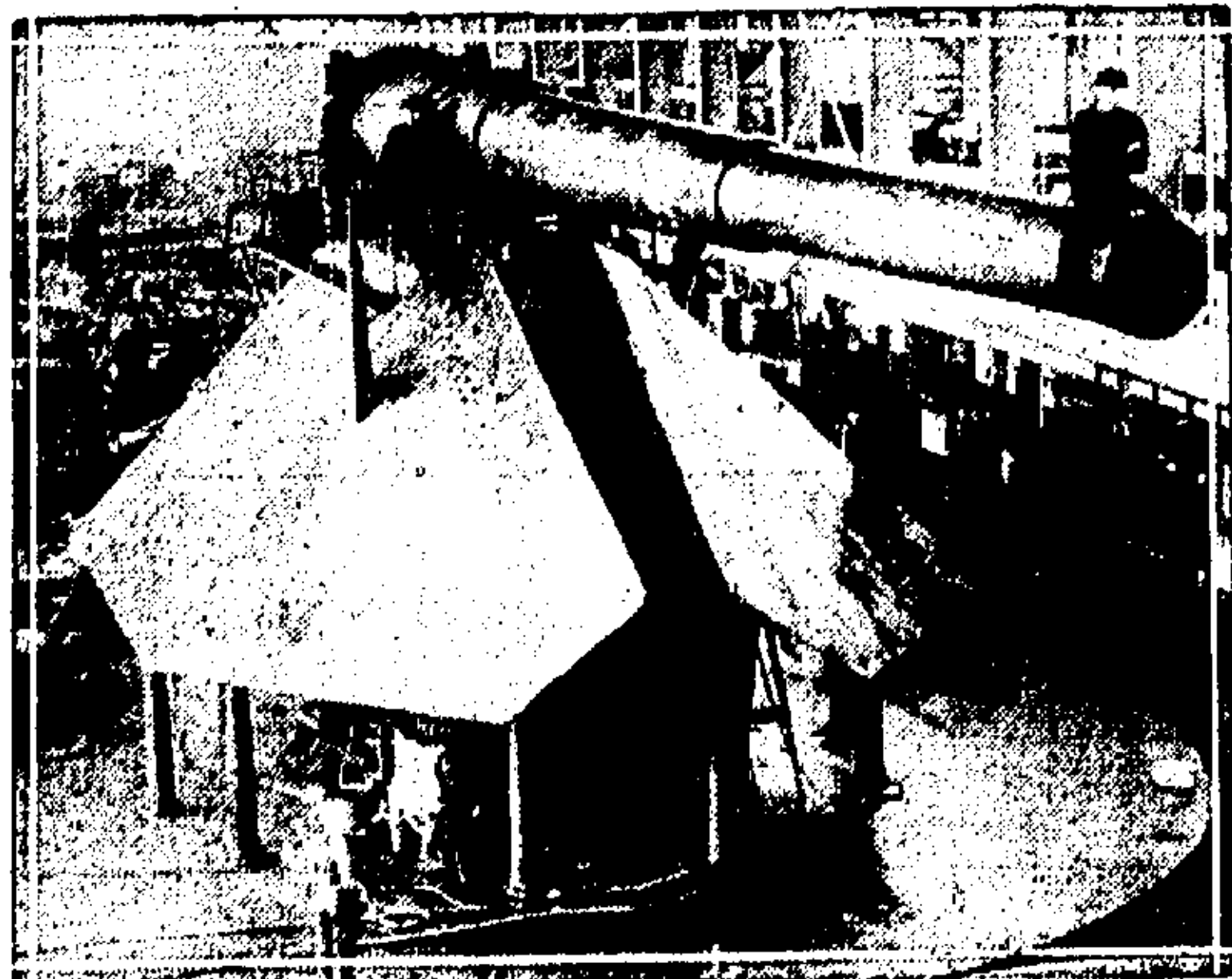
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CAMERA NEWS



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INDOOR TENNIS CHAMPION.

Mr. Vincent Richards, of Fordham University, U.S. champion at the indoor game.



PROHIBITION IN OPERATION.

Prohibition officers recently seized 130,000 quarts of liquor in Illinois. They are seen above pouring it down a sewer.



VIEW OF THE CRATER OF VESUVIUS.

Mount Vesuvius is in eruption again. Here is an aerial view of its crater.



IN BRAZIL.

This avenue skirts the bay of Rio de Janeiro and is considered one of the most remarkable shore drives in the world. Rio with its marvellous mountains reaching to the water side, its multi-coloured buildings, its tropical foliage forms a wonderful picture.

DOINGS OF THE DUFFS

Tom Is Getting Bad

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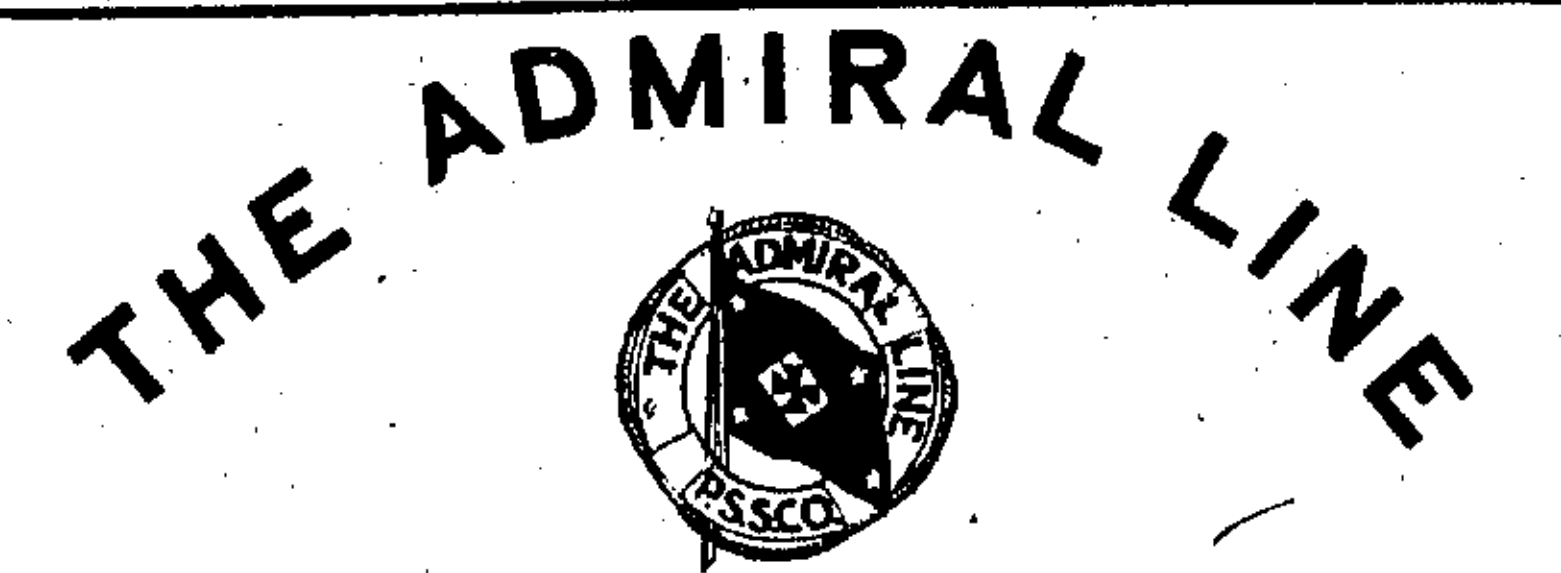
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Europe U.S.A. Etc.

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China C. M. Co.	Feb. 25
West Iran F. W. Co.	Feb. 25
W. Ison S. & D.	Feb. 25
Apus S. & D.	Feb. 25
Persia M. T. K. K.	Feb. 26
Grace D. R. D. Co.	Feb. 26
Lahore P. & O.	Feb. 27
Glentara J. M. Co.	Feb. 27
Toyohashi M. N. Y. K.	E. Feb.
Tanba N. Y. K.	B. Mar.
Teiresias B. & S.	Mar. 1
Eurypylus B. & S.	Mar. 1
Van Oloon J. C. J. L.	Mar. 1
Achilles B. & S.	Mar. 1
Eurypylus B. & S.	Mar. 2
Lancaster S. & D.	Mar. 2
Egremont D. & Co.	Mar. 3
Kashgar P. & O.	Mar. 3
Stentor B. & S.	Mar. 4
Kanagawa M. N. Y. K.	Mar. 4
Bessie R. D. Co.	Mar. 5
Titan B. & S.	Mar. 5
W. Henshaw S. & D.	Mar. 5
Kentucky B. L.	Mar. 6
Kentucky B. L.	Mar. 6
Pawlet A. L.	Mar. 7
Korea M. T. K. K.	Mar. 7
Pawlet A. L.	Mar. 7
Helonus B. & S.	Mar. 8
Hungaria D. & Co.	Mar. 8
Dilwara P. & O.	Mar. 9
Fushimi M. N. Y. K.	Mar. 9
St. Albans P. & O.	Mar. 9
Glenariffe J. M. Co.	Mar. 11
Kleist N. Y. K.	Mar. 11
Toyama M. N. Y. K.	Mar. 11
W. Montana A. L.	Mar. 12
W. Henshaw B. & S.	Mar. 12
Anyo M. T. K. K.	Mar. 15
Telamon B. L.	Mar. 16
Taiyuan B. & S.	Mar. 16
Karmala P. & O.	Mar. 18
Alipore P. & O.	Mar. 18
Siberia M. T. K. K.	Mar. 19
Alderman J. C. J. L.	Mar. 21
Laertes B. L.	Mar. 22
Tango N. Y. K.	Mar. 22

Japan, Coast Ports, Etc.

Tottori M. N. Y. K.	Feb. 24
Chusan B. & S.	Feb. 24
Szechuen B. & S.	Feb. 24
Hinsang J. M. Co.	Feb. 24
St. Albans P. & O.	Feb. 24
Tijikini J. C. J. L.	Feb. 24
Delagoa M. N. Y. K.	Feb. 24
Sado M. N. Y. K.	Feb. 25
Sunning B. & S.	Feb. 25
Hailong D. L. Co.	Feb. 25
Apus S. & D.	Feb. 25
Fooksang J. M. Co.	Feb. 25
Hangsang J. M. Co.	Feb. 25
Chinhua B. & S.	Feb. 25
L. Faul P. M. Co.	Feb. 26
Chenau N. Y. K.	Feb. 26
Yeboshi M. N. Y. K.	Feb. 26
Teopao J. M. Co.	Feb. 26
Kwongang J. M. Co.	Feb. 26
Dilwara P. & O.	Feb. 26
Tanda P. & O.	Feb. 27
Muroran M. N. Y. K.	Feb. 27
Kwongsang J. M. Co.	Feb. 27
Yuensang J. M. Co.	Feb. 27
Jacox P. M. Co.	Feb. 27
Tijleboet J. C. J. L.	Feb. 28
Sinkiang B. & S.	Mar. 1
Haiching D. L. Co.	Mar. 1
Chengtu B. & S.	Mar. 1
Choyasang J. M. Co.	Mar. 1
Haihong D. L. Co.	Mar. 4
Tjialat J. C. J. L.	Mar. 5
Toyooka M. N. Y. K.	Mar. 5
Riojun D. & Co.	Mar. 6
Samarang M. D. & Co.	Mar. 12
Trieste D. & Co.	Mar. 15
Bombay M. N. Y. K.	Mar. 17
Nikko M. N. Y. K.	Mar. 18
Borneo M. D. & Co.	Mar. 24

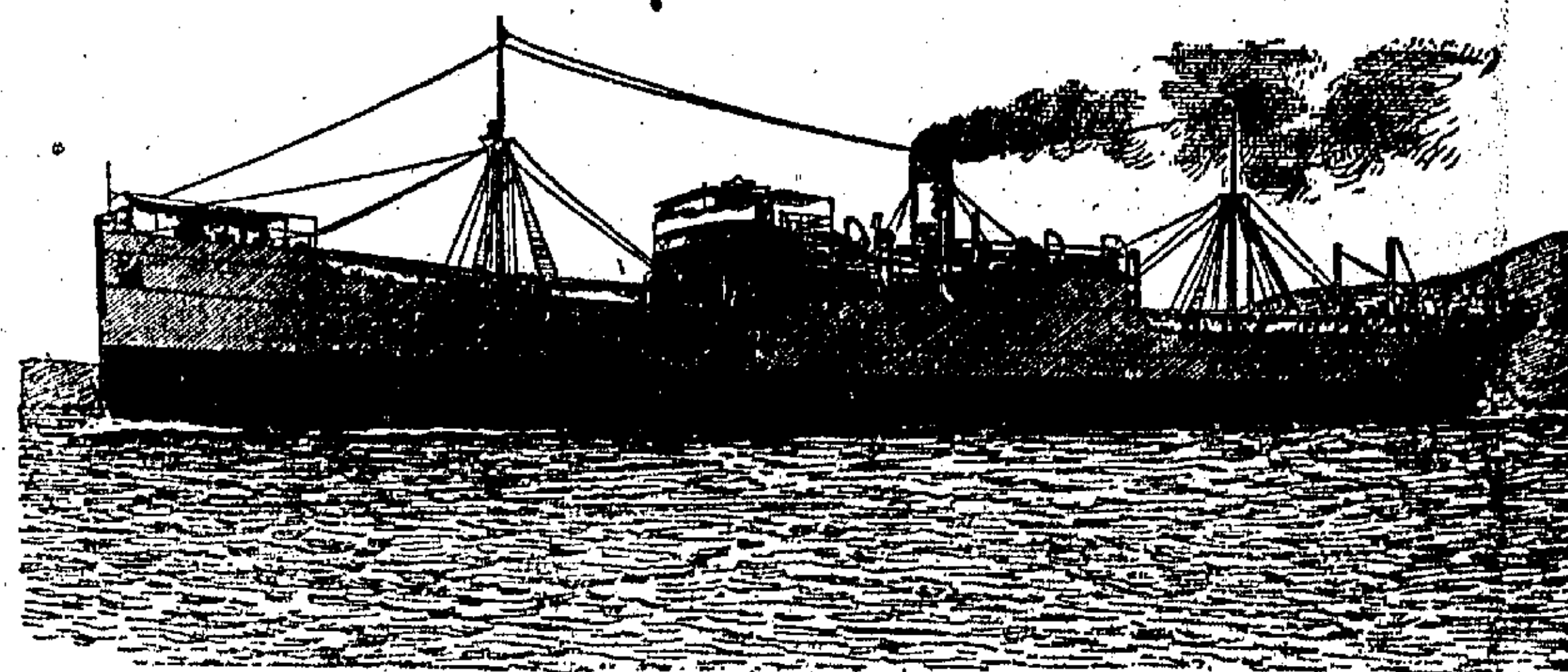
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

(Codes Used: A4; A.B.C. Fifth Edition Engineering, First and Second Edition;

Western Union and Watkins)

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W. : 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc. M.I.N.A. KOWLOON DOCK HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KASHGAR	9,000	3rd Mar.	M'les, London & Antwerp.
DILWARA	5,400	9th Mar.	S'pore, Colombo & B'bay.
ALIPORE	5,300	18th Mar.	M'les, London & Antwerp.
KARMALA	9,000	18th Mar.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

Calcutta via Singapore, Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	9th Mar.	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	24 Feb. 9 a.m.	Moji & Kobe direct.
EURYALUS	—	24 Feb. 1 p.m.	Swatow & Amoy.
DILWARA	5,400	26th Feb.	Shanghai & Japan.
TANDA	7,000	27th Feb.	Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Par-via Mailing not more than 244 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar. at 11 a.m.

TOYAMA MARU Friday, 11th Mar., at 11 a.m.

KASHIMA MARU (Omitting Manila) Wednes., 20th Apr., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU Thursday, 24th Feb., at 11 a.m.

KLEIST Friday, 11th Mar., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM. Thursday, 24th March.

MITO MARU Beginning of March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU Beginning of March.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Tuesday, 22nd Mar., at 11 a.m.

NIKKO MARU Tuesday, 19th Apr., at 11 a.m.

NEW YORK via Suez. Tuesday, 22nd March.

AKITA MARU Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA M. (Sailing from Singapore) Friday, 4th March.

BOMBAY & COLOMBO via Singapore.

DELAGOA MARU Friday, 25th February.

BOMBAY MARU Thursday, 17th March.

CALCUTTA & RANGOON via Singapore & Penang.

TOYOOKA MARU Saturday, 5th March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Friday, 18th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTORI MARU Thursday, 24th February, at 10 a.m.

SADO MARU Friday, 25th February, at 11 a.m.

YEBOSHI MARU Saturday, 26th February.

MURORAN MARU Sunday, 27th February.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293.

S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilak	Java	in port	28th Feb.	Japan
Tjilak	Java	in port	5th Mar.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING:

Steamer	From	Expected on or about	Will leave on or about	For
---------	------	----------------------	------------------------	-----

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the,

Java-China-Japan Lijn.

York Buildings.

Telephone No. 1874.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**Regular Sailings to
FOR NEW YORK or BOSTON.**S.S. "ECREMONT CASTLE"**

Sailing about end of March.

LYDD TRIESTINO.**BRINDISI, VENICE & TRIESTE.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "HUNGARIA" Sailing on or about 8th March.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th March.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between
JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "SAMARANG MARU" Sailing on or about 12th Mar.

S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "RIOJUN MARU" Sailing on or about 6th Mar.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific,
also to Australia, Europe, etc.**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	13th March.	16th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For LONDON, ANTWERP & HAMBURG "FOYLE" 28th Feb.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

AGENT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS:

Vessel.	Due Hongkong.
S.S. "GLENAPP"	25th February.
"CARNARVONSHIRE"	10th March.
"PEMBROKESHIRE"	25th March.

HOMEWARDS:

Vessel.	Leaves Hongkong.	Discharges.
"GLENARA"	27th Feb.	GENOA, LONDON & ROTTERDAM.
"GLENARIFFE"	11th Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
-------------	---------	---------

SHAI & T'au via S'wong Hangsaw Fri., 25th Feb. at d'light.

SINGAPORE, Port Swet- Fri., 25th Feb. at noon.

tenham, Pang & C'ta Fooksan Fri., 25th Feb. at 3 p.m.

MANILA via S'wong Hangsaw Sat., 26th Feb. at d'light.

BANGKOK via Swatow Kwong Sat., 26th Feb. at 9 a.m.

HAIPHONG via Hoihow Teodao Sun., 27th Feb. at d'light.

SHANGHAI via Swatow Kwong Sun., 27th Feb. at d'light.

SHANGHAI via Swatow Choyang Tues., 1st Mar. at d'light.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Friday 25th Feb., at noon, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
-----	----------	----------

AMOY & SHANGHAI.....Sunning.....25th Feb. at d'light.

SHANGHAI & TSINGTAO.....Chenan.....26th Feb. at 4 p.m.

SWATOW & BANGKOK.....Chengtu.....1st Mar. at 10 a.m.

AMOY, SHAI & PUKOW.....Sinkiang.....1st Mar. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidsthops. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'wong.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Agents.

Telephone No. 36.

Hongkong Feb. 24, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	W. Couper	FRI., 25th Feb. at noon.
Maiching	A. H. Stewart	TUES., 1st Mar. at noon.
Hailong	W. C. Passmore	FRI., 4th Mar. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.**HONGKONG, CANTON & MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.) From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only.)

Further information may be obtained at the Coy's Office, Hotel Manjuna or from Messrs. Tiao, Cook & Son, Booking Agents, Hongkong.

MOVEMENTS OF STEAMERS.

The A. L. s.s. ELDRIDGE, is due to arrive here from Seattle, Wash., via ports on or about February 26th.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 22nd January and is expected here on the 2nd March.

s.s. TELAMON (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 28th inst.

The Admiral Line s.s. PAW. LET, is due to arrive here from Portland, Ore. via ports on or about March 7th.

The T. K. K. s.s. ANYO M., arrived at Yokohama on the 13th instant, and sails on the 17th instant, being due at this port March 5th.

The R. M. S. MONTEAGLE, left Vancouver for Hongkong, via Japan ports, Shanghai on the 10th Feb. and is due at Yokohama on or about the 28th Feb.

The N. Y. K. s.s. YEBOSHI M. (Calcutta Line) left Singapore for this port on the 16th Feb. and is expected here on the 25th Feb.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 22nd January and is expected here on the 3rd March.

The N. Y. K. s.s. FUSHIMI M. (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila on the 19th Feb. and is expected here on the 4th March.

The N. Y. K. s.s. DELAGOA M. (Bombay Line) left Moji for this port on the 19th February and is expected here on the 24th Feb.

The N. Y. K. s.s. MURORAN MARU (Calcutta Line) left Singapore for this port on the 19th February and is expected here on the 26th February.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama, on 13th February, left there 19th Feb. and is due at Vancouver on 28th Feb.

The Dodwell Line s.s. EGREMONT CASTLE arrived at Yokohama from New York on 21st Feb. and sails from that port on the 25th inst. for Kobe, Nagasaki Shanghai and Hongkong.

The s.s. ATREUS (Blue Funnel Line) left Suez on 17th inst. for Hongkong and is due here on 11th March.

The R. M. S. EMPRESS OF ASIA, arrived at Yokohama on 22nd Feb. leaves there 22nd Feb. and is due at Hongkong on the 5th March.

The N. Y. K. s.s. HEIJIN M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore, on the 22nd February and is expected here on the 14th March.

The T. K. K. s.s. KOREA M. arrived at Manila on the 22nd instant and will sail 24th instant, being due at Hongkong Saturday morning, the 26th instant.

The Blue Funnel Line, s.s. ACHILLES, will leave Liverpool on the 27th inst. and s.s. TITAN, on the 5th March for this Port.

WATER RETURN.

Level and Storage of water in Reservoirs on Feb. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1920.	1921.
Tyam	10.5 Below	10.5 Below
Tyam	23.2 Below	23.2 Below
Tyam	15.7 Below	15.7 Below
Tyam	15.7 Below	15.7 Below
Tyam	15.7 Below	15.7 Below
Tyam	15.7 Below	15.7 Below
Tyam	15.7 Below	15.7 Below
Tyam	15.7 Below	15.7 Below
Tyam	15.7 Below	15.7 Below
Tyam	15.7 Below	15.7 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1920.	1921.
Tyam	10.5	10.5
Tyam	23.2	23.2
Tyam	15.7	15.7
Tyam	15.7	15.7
Tyam	15.7	15.7
Tyam	15.7	15.7
Tyam	15.7	15.7
Tyam	15.7	15.7
Tyam	15.7	15.7
Tyam	15.7	15.7

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Jan.

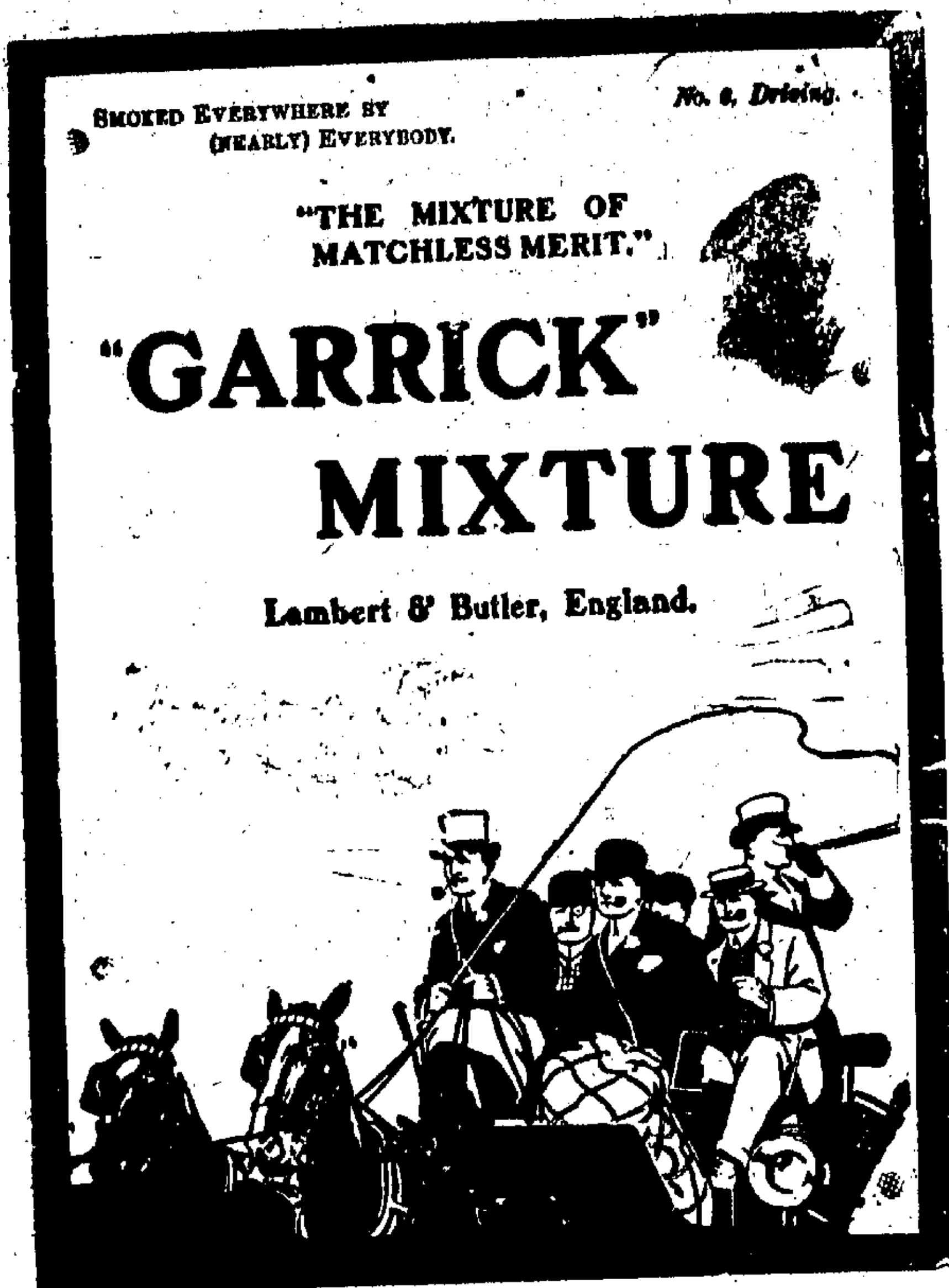
	1920.	1921.
Consumption	122.97	122.97
Estimated	277.800	277.800

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Jan.

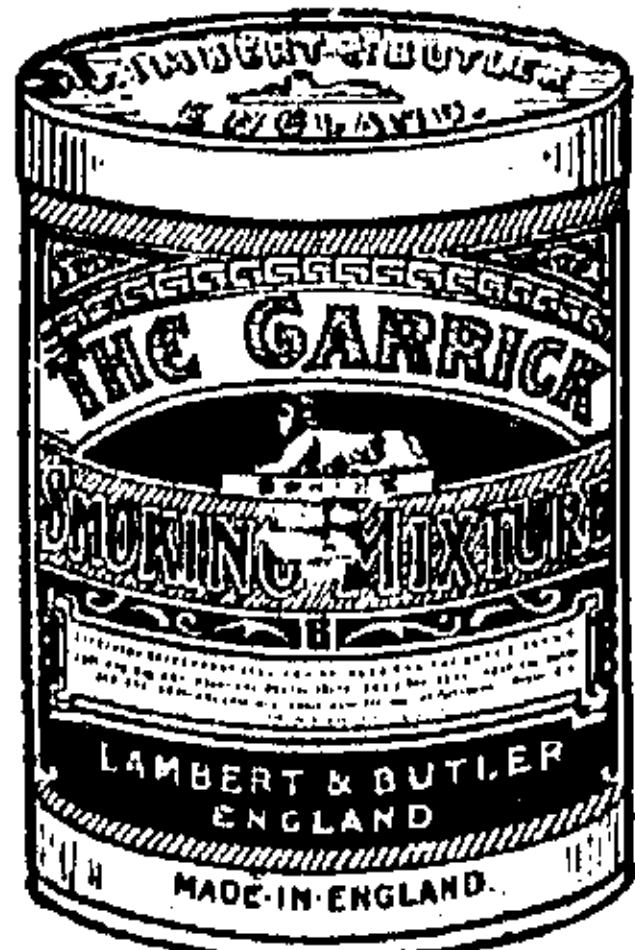
	1920.	1921.
Howloon	8-3	2-10
Gravitation	Below	Below
Reservoir ...	overflow	overflow

**STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.**

NOTICES.



THE TOBACCO FOR THE RACES.



This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

POST OFFICE.

The prices of Postal Stationery have been revised as follows:—
Post Cards 1c. & 1½c. — 2c. each
40. — 5c. "
Postage Envelopes 4c. — 5c. "
Registered Letter Envelopes 10c.
Sizes F. G. H. & 1½ — 15c. "
Size K. — 20c. "

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per YEBOSHI M., 25th Feb.
Shanghai—Per SINKIANG, 25th Feb.
Straits—Per TANDA, 25th Feb.
Straits—Per MURORAN M., 26th Feb.
U.S.A. and Manila—Per KOREA M., 26th Feb.

OUTWARD MAILS.

[To-morrow.]

Shanghai & N. China—Per HANG SANG, 5 p.m.
Shanghai, North China & Japan—Per SADO M., 10 a.m.
Straits, Bangkok, Calcutta & Aden—Per FOK SANG, 11 a.m.
Swatow and Bangkok—Per KWONG ENG, 5 p.m.
Philippine Island—Per YUEN SANG, 2 p.m.
Swatow, Amoy and Foochow—Per HAILOONG, 11 a.m.

PASSENGERS DEPARTED.

Per S.S. YOKOHAMA M.—
Mr. Y. Hachiura, Mr. K. Nishimura, Mr. S. Asai, Mr. M. Tomono, Mr. S. Uchiyama, Mrs. T. Wakatsuki, Mr. K. Toriumi, Mr. Y. Nishikawa, Mr. G. Sale, Mr. Parsley, Mr. M. Murakami, Mrs. Murakami, Mr. & Mrs. P. W. Ephgrave, Capt. J. S. Thomson, Capt. J. G. Smith, Mr. Lee Jones, Mr. A. Bowman, Mr. K. Tsutsumiyashi, Mr. A. Sonoda, Mr. N. Fukuda, Mr. K. Narasaki, Mr. S. Ishimura, Mr. R. Kohno, Mr. E. S. Green, Mr. G. Stiles, M. T. Harris, Mr. S. Lane, Mr. D. Cunningham, Mr. W. Doonan, Mr. C. A. Reid, Mr. Y. Muramatsu, Mr. Y. Itoh, Mr. N. Oki, Rev. J. Colbeck, Mr. T. H. Owens, Mr. B. Nishimura, Mr. E. A. Neal, Mr. Kon Pon Yen, Mr. T. Takahashi, Mr. H. Jobling, Mr. D. Sekiba, Mr. J. Nakano, Mr. T. Mitani, Mr. W. Howerson, Mr. K. Ishida, Mr. & Mrs. F. Witt, Miss N. A. Easton, Miss L. Ward, Mrs. S. Ikeda.

Saturday, 26th Feb.

Takao—Per SANKA MARU, 3 p.m.
Swatow, Shanghai & N. China—Per KWONG SANG, 5 p.m.
Hoihow & Haiphong—Per TEO PAO, 8 a.m.
Shanghai & North China—Per CHENAN, 3 p.m.
Dairen, Japan, Honolulu Canada, United States, C. & South America & Europe via San Francisco—Per PERSIA M., Reg. 9.45 a.m. Letters 10.30 p.m.

Sunday, 27th Feb.

Swatow, Amoy and Keelung—Per AMAKUSA M., 9 a.m.

Monday, 28th Feb.

Swatow, Shanghai & N. China—Per CHOY SANG, 5 p.m.
Correspondence bearing vessel's names only.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.

T/T	25½
Demand	25½
30 d/s	25½
60 d/s	25½
4 m/s	25½
T/T Shanghai	Nom.
T/T Singapore	103½
T/T Japan	98½
T/T India	190
Demand, India	190½
T/T San Francisco & New York	47½
T/T Java	135
T/T Marks	Nom.
T/T France	6.50
Demand, Paris	—

BUYING.

4 m/s. L/C	27½
4 m/s. D/F	27½
6 m/s. L/C	27½
30 d/s. Sydney and Melbourne	283½
30 d/s. San Francisco & New York	49½
4 m/s. Marks	Nom.
4 m/s. France	7.10
6 m/s. France	7.30
Demand, Germany	47½
Demand, New York	47½
T/T Bombay	Nom.
Demand, Bombay	190½
T/T Calcutta	Nom.
Demand, Calcutta	190½
On Yokohama	98½
Demand, Manila	110
Demand, Singapore	105½
On Haiphong	Nom.
On Saigon	—
On Bangkok	86½
Sovereign	Nom. 7.90
Gold leaf per Tael	32½
Bar Silver, ready	32½
forward	32½
Bank of England rates 7%	—
New York/London	3.89½

SUBSIDIARY COINS.

H'kong 50 cts. pieces	1/10	dis.
10 "	1/10	dis.
5 "	2½	dis.
Canton subcoins	19.4	dis.
Hongkong Feb. 24, 1921.	—	—

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL.
AND THE
HONGKONG HOTEL GARAGE

J. H. TAG ART.
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

1,800 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT,
THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON.

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL"
Peking.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

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METEOROLOGICAL.

	Previous Day	Day	on date	on date
Barometer	30.09	30.10	30.05	—
Temperature	65	57	65	—
Humidity	58	87	67	—
Wind Direction	E. CALM.	E.	—	—
Wind Force	3	0	4	—
Weather	b	bf	b	—
Rain	0.00	0.00	0.08	—
Highest open air	—	—	—	—
Temperature on the 23rd	65	—	—	—
Lowest open air	—	—	—	—
Temperature on the 24th	57	—	—	—
T. F. CLAXTON, Director.	—	—	—	—
H.K. Observatory, Feb. 24.	—	—	—	—

SHIPPING.

VESSELS ARRIVED.

The Blue Funnel liner KEE-MUN arrived this morning from London with 1,510 tons of general cargo for Hongkong and 2,015 tons of cargo for the North. She experienced rough weather. She delivered 87 bags of mails.

The S.S. KUMSANG delivered here to-day 3,500 tons of rice from Saigon.—Mooring C 13.

The SHINMEI M. consigned here this morning 2,900 tons of rice from Bangkok.

The HUCHOW, also brought rice (500 tons) from Bangkok this morning.

The N. Y. K. SADO M. from Middlesborough arrived this morning with 570 tons of direct and 4,823 tons of through cargo. She had 55 cabin passengers, and 24 bags of mails for Hongkong.—Mooring Kowloon wharf.

Coal was consigned here by the M.B.K.'s SANKA M. (3,105 tons) from Miki, the O. S. K.'s AMAKUSA M. (1,100 tons) from Keelung, and the M. B. K.'s MOGAMI M. (1,937 tons) for Hongkong and 1,000 tons for Canton) from Keelung.

From Bangkok the SAGA MARU brought yesterday 27,772 bags of rice for Hongkong, and the KASHIMIR M. 280, tons of rice.

The N.Y.K.'s YOKOHAMA MARU arrived yesterday from Yokohama and Shanghai with 109 tons of cotton yarn, pongee, etc. for the Colony. She had on board 28 first-class and 113 second-class passengers.—Mooring A 1.

From Saigon the CADDOPEAK delivered here yesterday 3,300 tons of rice.

The Messageries Maritime's CORDILLIER came in yesterday from Marseilles via Saigon with 120 tons of general merchandise for Hongkong and 450 tons for elsewhere. She encountered strong monsoon weather.—Mooring A 8.

CLEARANCES AND DEPARTURES.

The YOKOHAMA MARU left for London this morning with 200 tons of general merchandise. The ANNAN MARU left this morning for Shanghai and Japan with 500 tons. The INNAMINCKA departed at noon to-day for Saigon with 30 tons. The SUNNING leaves for Shanghai to-morrow morning with 1,000 tons. The WEST IVAN leaves for Seattle via Kobe with 800 tons of cargo at 5 p.m. to-day.

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